

***San Francisco Planning Department***

# **535 MISSION STREET**

## *Final Supplemental Environmental Impact Report*

98.766E

Original FEIR Certification Date: November 13, 1986

Draft SEIR Publication Date: September 18, 1999

Draft SEIR Public Hearing Date: October 21, 1999

Draft SEIR Public Comment Period: September 18 to October 21, 1999

SEIR Certification Date: December 9, 1999

Changes from the text of the Draft EIR are indicated by solid dots (●) at the beginning of each revised section, paragraph, graphic or table.

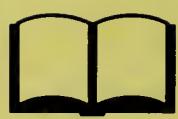
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File No. 98.766E  
535 Mission Street  
Assessor's Block 3721 Lots 68 & 83

## SAN FRANCISCO

## CITY PLANNING COMMISSION

MOTION NO. 14939

**ADOPTING FINDINGS RELATED TO THE CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT FOR A PROPOSED OFFICE BUILDING LOCATED AT 535 MISSION STREET, AT SHAW ALLEY, NEAR FIRST STREET, IN DOWNTOWN SAN FRANCISCO.**

MOVED, That the San Francisco City Planning Commission (hereinafter "Commission") hereby CERTIFIES the Final Supplemental Environmental Impact Report (EIR) identified as case file No. 98.766E: 535 Mission Street, (hereinafter "Project") based upon the following findings:

1) The City and County of San Francisco, acting through the San Francisco Planning Department (hereinafter "Department") fulfilled all procedural requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 *et seq.*, hereinafter "CEQA"), the State CEQA Guidelines (Cal. Admin. Code Title 14, Section 15000 *et seq.*, (hereinafter "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31").

a. A Final EIR for a proposed office building at 535 Mission Street was certified on November 13, 1986.

b. The proposed development was never approved or constructed, and the project sponsor now proposes to construct a similar project with a modified design.

c. The Department determined that a Supplemental EIR was required and on September 18, 1999, the Department published the Draft Supplemental EIR and provided public notice in a newspaper of general circulation of the availability of the Draft Supplemental EIR for public review and comment and of the date and time of the City Planning Commission public hearing on the Draft Supplemental EIR; this notice was mailed to the Department's list of persons requesting such notice.

d. Notices of availability of the Draft Supplemental EIR and of the date and time of the public hearing were posted near the project site on or about September 18, 1999.

e. On September 18, 1999 copies of the Draft Supplemental EIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the Draft Supplemental EIR, to adjacent property owners, and to City agencies.

CITY PLANNING COMMISSION

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f. Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on or immediately after September 18, 1999.

2) The Commission held a duly advertised public hearing on said Draft Supplemental EIR on October 21, 1999 at which opportunity for public comment was given, and public comment was received on the Draft Supplemental EIR. The period for acceptance of written comments ended on October 21, 1999.

3) The Department prepared responses to comments on environmental issues received at the public hearing and in writing during the public review period for the Draft Supplemental EIR, prepared revisions to the text of the Draft Supplemental EIR in response to comments received or based on additional information that became available during the public review period, and corrected errors in the Draft Supplemental EIR. This material was presented in a "Draft Summary of Comments and Responses" published on November 29, 1999, distributed to the Commission and to all parties who commented on the Draft Supplemental EIR, and was available to others upon request at Department offices.

4) The Final Supplemental Environmental Impact Report consists of the Draft Supplemental EIR, any consultations and comments received during the review process, any additional information that became available, and the Summary of Comments and Responses all as required by law.

5) Project Environmental Impact Report files have been made available for review by the Commission and the public. These files are available for public review at the Department offices at 1660 Mission Street, and are part of the record before the Commission.

6) On December 9, 1999, the Commission reviewed and considered the Final Supplemental Environmental Impact Report and found that the contents of said report and the procedures through which the Final Supplemental Environmental Impact Report was prepared, publicized and reviewed comply with the provisions of CEQA, the CEQA Guidelines and Chapter 31.

7) The City Planning Commission hereby does find that the Final Supplemental Environmental Impact Report concerning File No. 98.766E: 535 Mission Street reflects the independent judgment of the City and County of San Francisco, is adequate, accurate and objective, and that the Summary of Comments and Responses contains no significant revisions to the Draft Supplemental Environmental Impact Report, and hereby does CERTIFY THE COMPLETION of said Final Supplemental Environmental Impact Report in compliance with CEQA and the CEQA Guidelines.

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8) The Commission, in certifying the completion of said Final Supplemental Environmental Impact Report, hereby does find that the project described in the Supplemental Environmental Impact Report will have no significant project-specific environmental effects, and will not contribute substantially to any significant cumulative effects.

I hereby certify that the foregoing Motion was ADOPTED by the City Planning Commission at its regular meeting of December 9, 1999.

Linda Avery  
Commission Secretary

AYES: Commissioners Chinchilla, Mills, Richardson, Antenore, Theoharis, Joe and Martin

NOES: None

ABSENT: None

ADOPTED: December 9, 1999

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***San Francisco Planning Department***

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A faint, grayscale background image of a classical building, possibly a temple or a government building, featuring four prominent columns supporting a triangular pediment. The building is set against a light, cloudy sky.

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535 MISSION STREET

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# INTRODUCTION

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On November 13, 1986, the City Planning Commission certified a Final Environmental Impact Report (FEIR) for a 23-story office building with associated retail space at 535 Mission Street, between First and Second Streets (Case No. 1984.043E). The project was subsequently withdrawn by the project sponsor and was never approved by the Planning Commission. In October, 1998, the current project sponsor, DWI Development, Inc., notified the Planning Department that it wished to proceed with the entitlement process for the 535 Mission Street project with a somewhat modified design. This Supplemental EIR updates and revises the FEIR to account for differences between the original project and the currently proposed project<sup>1</sup> and for changes in background (cumulative) growth, changes in local circulation patterns due to the 1989 Loma Prieta earthquake, and revisions to the Bay Area Air Quality Management District's significance criteria for emissions of certain criteria air pollutants.

The project itself has changed in four respects from the project that was analyzed in 1986: 1) the current sponsor proposes to meet the Planning Code open space requirement by making street and sidewalk improvements to Shaw Alley (adjacent to the project site on the west) and by creating a 6'-6" building setback on the west and north property lines that would effectively widen the east sidewalk of Shaw Alley and the south side of Mission Street, in addition to providing street level indoor open space, as did the 1986 project; 2) the sponsor does not propose an asymmetrical angle be "cut away" from the building's southeast corner, as did the 1986 project to provide more sunlight to the adjacent 100 First Street sun terrace; 3) the top of the building would not include a pointed rooftop and would be more "squared off" than the 1986 project; and 4) the current project would be 22 stories (including a mechanical penthouse), rather than 23 stories. The proposed building height would be reduced six feet to 294 feet, and the building would accommodate approximately 253,000 square feet of office, 2,000 square feet of retail, and 5,500 square feet of open space, similar to the 1986 project. The 1986 project included 255,000 square feet of office, 5,000 square feet of retail, and 5,700 square feet of open space.

Although only one EIR is typically prepared for a project, a Supplemental EIR has been prepared in this case in accordance with *CEQA Guidelines* Sections 15162 and 15163. The previous Final EIR is available for review at the San Francisco Planning Department, 1660 Mission Street and is incorporated herein by reference.

This SEIR focuses on the new impacts that would occur as a result of the proposed project that would not have occurred as a result of the original project, and on environmental issues that have experienced changes in circumstances since November 1986. Except where otherwise noted, this document discusses only setting and impact information for the proposed project that is different than for the original project. In contrast to the format used in the 1986 FEIR, each environmental topic's setting and impacts are

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<sup>1</sup> Throughout this document, the term "original project" refers to the design analyzed in the 1986 certified EIR and the terms "proposed project" or "current project" refer to the design being proposed by the current project sponsor and analyzed in this SEIR.

consolidated into one chapter in this SEIR. In addition to the individual setting and impacts sections, Section G, Other Topics, Including Those Discussed in Initial Study, addresses all of the additional environmental issues that did not warrant their own sections.

The Final EIR will be presented, along with the 1986 FEIR, to project decision-makers prior to their consideration of the project sponsor's applications for project authorizations.

# **CHAPTER I**

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## **SUMMARY**

### **A. PROJECT DESCRIPTION (p. 14)**

The 294-foot tall project would be a 22-story building including partial second floor and penthouse mechanical levels, plus one subsurface level of parking. As calculated under the Planning Code, the building would contain about 253,000 gross sq. ft. of office space. This would result in a Floor Area Ratio (FAR) of 15.5:1 for the 16,320-sq. ft. development site. The ground-floor would include a lobby that would have access from both Mission Street and Shaw Alley as well as approximately 2,000 gross sq. ft. of retail space. In addition, in order to meet the Planning Code requirement for open space, the project would include 6'-6" setbacks along Shaw Alley (on the west) and Mission Street (on the north), approximately 2,200 sq. ft. of ground-floor interior dedicated open space (at the building's southwest and northeast corners), and improvements to Shaw Alley.

The third through 21st floors of the proposed building would contain office space, while the partial second and entire 22nd floor/penthouse would consist of mechanical space. The average floor size of floors 3 through 21 would be about 13,300 sq. ft. The basement level would contain about 39 short-term valet parking spaces and two-service vehicle loading spaces. Two truck loading docks and a parking ramp would be accessible from Minna Street.

The project would include the demolition of an existing structure located at 531 Mission Street. The existing structure includes approximately 10,000 sq. ft. of office space and approximately 5,000 sq. ft. of retail (restaurant space). Total changes in floor area for the site would be a net increase of about 243,000 gross sq. ft. of office space and a net decrease of about 3,000 gross sq. ft. of retail space. The parking and the open space would be new uses on the site.

The sponsor proposes that retail and public open space occupy the Mission Street ground floor frontage and that a ground floor café be situated on the west (Shaw Alley) side of the project. To enhance the sense of openness, this facade would feature a two-story glass wall. The main lobby, on Mission Street at the corner of Shaw Alley, would be a two-story, approximately 24-foot-tall space inside the glass wall. Subject to City approval, the sponsor proposes that Shaw be converted to a pedestrian alley during midday periods, and allow vehicular access at other times.

The proposed project would include about 106,000 gsf of transferred development rights. The project sponsor has not yet identified buildings from which development rights would be sought. The project would incorporate art as required by the Planning Code Section 149, provide required open space on-site as described above, and meet the childcare requirement via an in lieu fee.

## B. AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

This supplemental environmental impact report, for a proposed office highrise project at 535 Mission Street, focuses on the issues of transportation, visual quality, air quality, wind and shadow as potential significant effects of the project, but also addresses land use and zoning, archaeological resources, historic architectural resources, noise, population and employment, and growth inducement, for informational purposes. All other potential environmental effects were found to be at a less-than-significant level or to be mitigated to a level of less-than-significant with mitigation measures agreed to by the project sponsor. Please see the Initial Study, included in the 1986 FEIR as Appendix A, for analysis of issues other than those addressed in this document. See the Introduction to this document for a discussion of the four primary differences between the proposed project and the original project analyzed in the certified 1986 FEIR.

The proposed project design has been presented to the Planning Department for review prior to consideration by the Planning Commission. It is common for preliminary design proposals to be refined somewhat during the review process, and as a result of final design development. Any notable modifications to the project design would be analyzed to determine whether they would affect information and analysis contained in this SEIR. Other than these potential refinements to the project design, there are no unresolved issues with regard to the project proposal. There are also no areas of substantial controversy known to the EIR preparers.

## C. MAIN ENVIRONMENTAL EFFECTS

### VISUAL QUALITY (p. 30)

The proposed project would result in a visual change to the project site in that it would demolish an existing three-story building and construct a 294-foot tall highrise office building. The proposed project would differ visually from the project analyzed in the 1986 FEIR as a result of the four differences between the two projects, including: 1) street and sidewalk improvements to Shaw Alley (adjacent to the project site on the west) and a 6'-6" building setback on the west that would effectively widen the east sidewalk of Shaw Alley; 2) no asymmetrical angle to be "cut away" from the building's southeast corner; 3) a more "squared off" top of the building; and 4) 22 stories, rather than 23 stories. These changes would not alter the conclusions of the 1986 FEIR. The project would not have a substantial effect on a scenic vista or views from public areas, would not result in a substantial demonstrable negative aesthetic effect, and would not produce new substantial light or glare. The project would therefore not have significant visual quality effects on the environment.

### TRANSPORTATION, CIRCULATION AND PARKING (p. 37)

Transportation impacts analyzed in the 1986 FEIR were reevaluated for this SEIR in light of changes in standard methodology for traffic analysis as well as changes in circumstances since certification of the FEIR. These changes include replacement of the now out-dated horizon year for cumulative analysis used in the FEIR, the 1989 Loma Prieta earthquake-caused changes to the regional freeway system, particularly in downtown San Francisco, and additional information on specific development projects and projected future jobs and housing in the project vicinity.

The current project would generate about 750 daily vehicle trips, of which about 62 vehicle trips (60 outbound and 2 inbound) would occur in the p.m. peak hour (both figures are net new and discount for existing land uses on the site), when analyzed using current assumptions. This compares to about 80 outbound vehicle trips during the p.m. peak hour described in the 1986 FEIR.

The estimated 62 vehicle trips would not meaningfully affect local intersections in the p.m. peak hour, as these trips would be dispersed among various nearby intersections, depending on the location at which drivers were to find parking. At the three intersections analyzed in the 1986 FEIR, (First and Harrison Streets at the Bay Bridge/I-80 Eastbound On-Ramp, First and Mission Streets, and Beale and Mission Streets), project traffic would result in only an incremental change in operations (no change in LOS), which would not be considered a significant effect.

Traffic generated by interim cumulative development (conditions that are anticipated to exist in the project vicinity if all of the nearby projects that are currently under review or already approved but not yet built are completed [by an assumed 2005]) would increase p.m. peak-hour volumes in the Transbay Study Area by about 13 percent over existing conditions in the westbound (outbound from downtown) direction on Harrison, Howard, and Mission Streets. Project traffic impacts would not be considered “considerable” or significant in this context.

Based on traffic analysis for the Transbay Study Area, which assumed a development comparable to the project on the 535 Mission Street block, cumulative conditions at the First Street/Harrison Street/I-80 on-ramp intersection will remain unacceptable (LOS F) in the future, as stated in the 1986 FEIR, while conditions at First and Mission Streets will likely remain unacceptable (LOS E or F) and operations at Beale and Mission Streets will remain acceptable (LOS B). The project contribution to cumulative operating conditions at any given intersection would be small, and congested conditions are projected to occur whether or not the current project is implemented. Thus, the project’s contribution to cumulative conditions would not be considered “considerable” or significant.

Regarding transit, the current project would generate approximately 160 transit trips in the p.m. peak hour and would not have a noticeable effect on transit levels of service. The proposed project would be subject to the Transit Impact Development Fee, a one-time fee assessed against downtown projects to offset increased capital costs to MUNI to provide additional capacity to serve the increased demand from new development.

The project would create a long-term parking demand for about 110 parking spaces and short-term parking demand for 10 equivalent daily spaces, for a total parking demand of about 120 daily spaces, compared to a total parking demand of about 190 daily spaces estimated in the 1986 FEIR. Because the project would provide about 39 parking spaces, with valet operations, parking demand would not be met by the on-site supply. In the context of San Francisco’s “Transit First” policy, parking shortfalls are not considered to be a significant environmental effect. Off-street parking is not required for commercial uses in the C-3 District.

The project would not have a noticeable effect on pedestrian flow conditions on sidewalks and crosswalks in proximity to the project site. The project’s effect would be similar to that described in the 1986 FEIR (i.e., conditions would be no worse than “impeded”).

The project's proposed two truck loading docks accessible from Minna Street, and two service vehicle loading spaces in the basement would meet the Planning Code requirement for three loading spaces. The conclusion of the 1986 FEIR, similar to that described above, remains valid, and no further analysis of loading impacts is required.

Concerning construction-related impacts, the project would be built with a duration and level of construction truck and worker activity similar to that described in the 1986 FEIR. That is, there would be between 15 and 25 truck movements per day during the demolition and excavation phases (about three months in duration) and about 5 truck movements per day during the remaining approximately 15-month construction phase. Temporary and intermittent traffic and transit impacts would occur during the construction period. The effects of construction traffic on surrounding traffic and transit would be mitigated by measures proposed as part of the project.

## AIR QUALITY (p.43)

The impacts of the current project differ little from the project that was analyzed in the 1986 FEIR, although there were changes in circumstances from which different conclusions regarding project and cumulative air quality effects could arise. These changes are described below.

First, since publication of the 1986 FEIR, state and federal agencies have mandated a reformulation of gasoline such that the fuel burns more cleanly than before, i.e., produces less carbon monoxide. Thus, while traffic volumes on certain streets in the project vicinity may be higher than was predicted in the 1986 FEIR, carbon monoxide concentrations are expected to decrease over time. Second, the *BAAQMD CEQA Guidelines*, which had been used as the basis for the air quality impact evaluation for the 1986 FEIR, were revised in 1996 and now recommend that lead agencies use an emissions-based criterion of 80 pounds per day of ROG, NOx, or PM-10 to identify significant project-related increases in those pollutants. Third, emissions estimated for the project are generally higher than those presented for the project in the 1986 FEIR. The difference in calculated emissions derives from changes in calculation methods and emissions factors rather than from changes in the project itself. Finally, *BAAQMD CEQA Guidelines* includes a different approach for evaluating the cumulative impacts of projects than was used for the 1986 FEIR. To assess the significance of the cumulative effect of projects that, in themselves, would contribute less than 80 pounds per day of ROG, NO<sub>x</sub>, or PM-10, BAAQMD recommends that the analysis determine whether the applicable general plan is consistent with the regional air quality plan (i.e., the '97 *Clean Air Plan*) and, if so, whether the project is consistent with that general plan.

The updated emissions estimates indicate that the project would result in a net increase of approximately 19, 21, and 17 pounds per day of ROG, NOx, and PM-10, respectively. These increases would not be significant since they would not approach the corresponding significance criterion of 80 pounds per day. CO emission levels would also be below BAAQMD daily standards and federal and state one-hour and eight-hour local concentration standards.

Using the BAAQMD's approach to assessing cumulative impacts, neither the project's contribution nor the overall cumulative impact would be significant because development in the area would be consistent with the San Francisco General Plan, which is in turn consistent with the 1997 Clean Air Plan. Using a different approach, the 1986 FEIR concluded that particulate matter emissions from construction and

vehicle trips would contribute with other development to the significant cumulative effect of increased particulate concentrations in San Francisco. The project's vehicle-related contribution to this cumulative impact would be somewhat less than estimated in 1986.

## SHADOW (p. 50)

The 1986 FEIR found that the original project would not add any shadow to open spaces under Recreation and Park Department jurisdiction during any of the Proposition K (Section 295) hours. In general, with the exception of the additional shadow on the 100 First Street sun terrace, shadow effects for the proposed project would be as described in the 1986 FEIR.

As noted in the 1986 FEIR, the original project would add new shadow on nearby streets, sidewalks, and buildings, as well as on publicly accessible, private open spaces (not subject to Section 295) in the project vicinity. The nearest and largest of these spaces is the 100 First Street sun terrace, which is located above a two-story parking garage on Mission Street, immediately adjacent to the project site on the east. Because of its location relative to the sun terrace, the original project would add new shadow to the sun terrace at various times throughout the year, and especially in the afternoon.

By 2:00 p.m. year-round, the project would cast shadow on most of the sun terrace. Shadow from the project as currently proposed would be more extensive on the sun terrace than that depicted in the 1986 FEIR, since the current project design does not propose the original project's diagonal cut at the building's southeastern corner. Therefore, at 12 noon on December 21, project shadow would cover all but the southeastern corner of the sun terrace. On March 21 at noon, when the sun terrace is mostly in sunlight, project shadow would cover about half of the sun terrace, leaving the southeastern half in sunlight. A similar pattern would prevail in September, except that shadow patterns would occur one hour later due to daylight savings time. On the summer solstice, June 21, at noon, the sun terrace would remain mostly in sunlight through the noon hour.

As described in the 1986 FEIR, other publicly accessible private open spaces (not subject to Section 295) that would be shaded by the proposed project include the Golden Gate University entry plaza and sixth-floor seating area, and, for brief periods, the plaza adjacent to 525 Market Street. The project's proposed open space on Shaw Alley would be mostly shaded by existing buildings and by the project, although it would receive sunlight for short periods during the summer early afternoon hours and fall morning hours. Because no open spaces subject to Planning Code Section 295 would be affected, the project's shadow impacts would not be considered significant.

## WIND (p. 54)

Wind-tunnel tests were conducted for each of three test scenarios: existing setting, setting plus the proposed project, cumulative conditions plus the proposed project. Thirty-six test locations were studied for each of these scenarios for the four prevailing wind directions: northwest, west-northwest, west, and southwest. Wind tunnel testing methodology has changed since 1986, so the results between the original and currently proposed projects are not directly comparable.

The existing wind conditions range from sheltered to moderately windy; the average wind speed is 9 mph. Wind speeds in pedestrian areas range from 5 mph to 15 mph. In general, the highest ground-level wind speeds in the vicinity of the site occur along Minna Street, west of Shaw Alley, where wind speeds of 14 mph and 16 mph exist at two locations and on the south side of Mission Street, west of Shaw Alley, where wind speeds of 15 mph exist at two locations. The wind speeds at nine of the 36 measured existing locations exceed the Planning Code's pedestrian-comfort criterion value of 11-mph. This would be in contrast to the 1986 FEIR, which found, using slightly different methodology, that there were no existing exceedances of the comfort criteria.

Wind speeds of 2 mph to 6 mph exist at five seating area locations in the nearby public open spaces of 100 First Street sun terrace and the entrance to Golden Gate University. All five locations meet the 7 mph seating-comfort criterion of the Planning Code. The Code's wind hazard criterion of 36 mph is now exceeded at two locations on Minna Street, west of Shaw Alley.

As a result of the proposed project, wind conditions would remain sheltered to moderately windy. Compared to existing conditions, the average wind speed would decrease, by less than 1/2 mph, to just under 9 mph. The project would reduce existing wind speeds at 19 of the 36 locations and increase existing wind speeds at 9 locations.

Wind speeds in pedestrian areas would be slightly reduced compared to existing conditions. The highest wind speeds in the vicinity (13 mph and 14 mph) would occur on Minna Street, west of Shaw Alley, while wind speeds of 12 mph would occur on the south side of Mission Street, west of the project site, and at other points on Minna Street west of the project site. Wind speeds at all but one of these locations would be slightly less than under existing conditions.

With construction of the project, a total of six existing exceedances of the pedestrian-comfort criterion would continue to occur. The project would add no new exceedances and would eliminate three of the nine existing exceedances. Wind speeds would increase at three of the five existing open space locations. Wind speeds at one location on the 100 First Street sun terrace would exceed the seating-comfort criterion value of 7 mph; this would be a new exceedance. (This would be in contrast to the original 1986 project that would have resulted in wind increases at 15 locations (by one to three mph), but would not have exceeded any comfort criteria.) With the project, one of the two existing wind hazard criterion exceedances would continue, while the other would be eliminated.

Under cumulative conditions, wind conditions would remain sheltered to moderately windy; the average wind speed would decrease slightly, compared to project conditions, to just over 8 mph or more than 1/2 mph less than under existing conditions. Cumulative conditions would reduce project wind speeds at 19 of the 36 locations and increase project wind speeds at 2 locations.

Cumulative development would eliminate four of the existing exceedances of the pedestrian-comfort criterion, and would leave five of the existing exceedances remaining, for a total of five pedestrian-comfort exceedances. Wind speeds would decrease at all of the five open space locations. The one project exceedance of the seating-comfort criterion in the 100 First Street sun terrace would be eliminated. Cumulative development would eliminate the existing wind hazard exceedance and would not cause a new wind hazard exceedance. No significant wind impacts were identified in the 1986 FEIR, and none have been identified in the current, updated wind analysis. The project would be subject to

Planning Code Section 148 and would not cause ground-level winds to exceed wind hazard criterion of 36 mph at any new locations.

## D. MITIGATION MEASURES (p. 62)

Mitigation measures in the 1986 FEIR have been assessed to determine their continued relevance. Some previous measures have been eliminated if they relate to non-significant effects and others have been updated to reflect current City practices. See Chapter IV, Mitigation Measures, for those previous measures that are applicable to the proposed project and Appendix C for previous measures that are not applicable to the proposed project. Measures that would apply to the current proposed project, some of which have been identified in this SEIR, are listed below.

### CULTURAL RESOURCES

- Given the location and depth of excavation proposed, and the likelihood that archaeological resources would be encountered on the project site, the sponsor has agreed to retain the services of an archaeologist. The archaeologist would carry out a pre-excavation testing program to better determine the probability of finding cultural and historical remains. The testing program would use a series of mechanical, exploratory borings or trenches and/or other testing methods determined by the archaeologist to be appropriate.

If, after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist would submit a written report to the Environmental Review Officer (ERO), with a copy to the project sponsor. If the archaeologist determines that further investigations or precautions are necessary, he/she shall consult with the ERO and they shall jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

These additional mitigation measures would be implemented by the project sponsor and might include a program of on-site monitoring of all site excavation, during which the archaeologist would record observations in a permanent log. The monitoring program, whether or not there are finds of significance, would result in a written report to be submitted first and directly to the ERO, with a copy to the project sponsor. During the monitoring program, the project sponsor would designate one individual on site as his/her representative. This representative would have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

Should evidence of cultural resources of potential significance be found during the monitoring program, the archaeologist would immediately notify the Environmental Review Officer (ERO), and the project sponsor would halt any activities which the archaeologist and the ERO jointly determine could damage such cultural resources. Ground disturbing activities which might damage cultural resources would be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the archaeologist would prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which would contain an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO would

recommend specific additional mitigation measures to be implemented by the project sponsor. These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of cultural material.

Finally, the archaeologist would prepare a report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report(s) would be sent by the archaeologist directly to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center. Three copies of the final archaeology report(s) shall be submitted to the Office of Environmental Review, accompanied by copies of the transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center. (*Revised and expanded from 1986 FEIR.*)

## TRANSPORTATION

- During a construction period, construction truck movement would be permitted only between 9:00 a.m. and 3:30 p.m. to minimize peak-hour traffic conflicts and to accommodate queueing of Muni buses prior to the peak hours. The project sponsor and construction contractor would meet with the Traffic Engineering Division of the Bureau of Engineering of the Department of Public Works, the Fire Department, Muni and the Department of City Planning to determine feasible traffic mitigation measures to reduce traffic congestion during construction of this project and other nearby projects. To minimize cumulative traffic impacts due to lane closures during construction, the project sponsor would coordinate with construction contractors for any concurrent nearby projects that are planned for construction or later become known.

## AIR QUALITY

- The project sponsor would require the contractor(s) to spray the site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions.

Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. The project sponsors would require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period. (*Revised from the 1986 FEIR*)

## NOISE

- The construction contract would require that the project contractor muffle and shield intakes and exhausts, shroud or shield impact tools, and use electric-powered rather than diesel-powered construction equipment, as feasible, so that noise would not exceed limits stated in the City's Noise Ordinance (Article 29, San Francisco Administrative Code, 1972).
- The project sponsor would require the general contractor to construct barriers around the site, and around stationary equipment such as compressors, which would reduce construction noise by as much as five dBA, and to locate stationary equipment in pit areas or excavated areas, as these areas would serve as noise barriers.
- The project sponsor would require that the project contractor predrill holes (if feasible based on soils) for piles to the maximum feasible depth to minimize noise and vibration from pile driving. The actual pounding from pile driving would occur during a five- to eight-minute span per pile.
- The project sponsor would require that the construction contractor limit pile driving activity to result in least disturbance to neighboring uses. Pile driving would be limited to the hours between 11 p.m. and 7 a.m. Mondays through Saturdays and 11 p.m. and 8 a.m. on Sundays to minimize disturbance to the occupants of Golden Gate University. This would require a work permit from the Director of Public Works pursuant to San Francisco Noise Ordinance Section 2907(c).
- As recommended by the Environmental Protection Element of the San Francisco General (Master) Plan, an analysis of noise reduction measurements would be prepared by the project sponsor and recommended noise insulation features would be included as part of the proposed building. For example, such design features would include fixed windows and climate control.

## GEOLOGY/TOPOGRAPHY

- If dewatering were necessary, any groundwater pumped from the site would be retained in a holding tank to allow suspended particles to settle, if this is found necessary by the Industrial Waste Division of the Department of Public Works, to reduce the amount of sediment entering the storm drain/sewer lines.
- Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the soils report would contain a determination as to whether or not a lateral and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. Groundwater observation wells would be installed to monitor the level of the water table and other instruments would be used to monitor potential settlement or subsidence. If, in the judgment of the Special Inspector, unacceptable subsidence were to occur during construction, groundwater recharge would be used to halt this settlement. Costs for the survey and any necessary repairs to service under the street would be borne by the contractor.
- The final soils report would also recommend whether or not watering of piles of adjacent structures was necessary. If it were found to be necessary, the project sponsor would ensure that the general contractor complied.

## HAZARDS

- To expedite implementation of the City's emergency response plan, the project sponsor would prominently post information for building occupants concerning what to do in the event of a disaster.

## MEASURES IDENTIFIED IN THIS SEIR

- A health and safety plan would be prepared by the project sponsor that addresses potential construction worker exposure to volatile organic compound vapors and incidental contact with potentially-contaminated groundwater.
- If excavation activities during construction require dewatering, water removed from the excavation should be characterized and managed in accordance with all applicable requirements. Such activities may include temporary containment on site, waste characterization by testing at an analytical laboratory, and appropriate off-site disposal. The specific activities that may be required should be determined based on the actual site conditions and construction activities.

## E. ALTERNATIVES TO THE PROPOSED PROJECT (p. 67)

### ALTERNATIVE A: NO PROJECT

This alternative would entail no change to the site, which would remain in its existing condition. If the No Project Alternative were implemented, no impacts of the project would occur.

### ALTERNATIVE B: NO TRANSFER OF DEVELOPMENT RIGHTS, 9.1 FAR

The project as proposed would include the transfer of development rights (TDR) from unidentified sites, allowing for a FAR of 15.5:1 rather than the basic allowable FAR of 9:1 without TDR. This alternative considers a building without TDR and thus at a FAR of 9:1.

Although no specific design has been created for this alternative, it would result in a building substantially reduced in size and height from the proposed project. This alternative would have more parking (about three additional spaces) than the project because no space would be required in the basement for service loading.

Like the proposed project, the alternative would require demolition of the un-rated building at 531 Mission Street. As such, the impacts would be similar to those described for Alternative B1 in the 1986 FEIR, although effects related to demolition of the 535 Mission Street building would not occur (because of its demolition since certification of the 1986 FEIR). Wind effects would be similar to those of the proposed project. Shadows on the Golden Gate University entry plaza and on the sun terrace of 100 First Street would be similar to those from the proposed project except during the summer months when they would be less on the Golden Gate University plaza in the morning and less on the 100 First Street open space after midday. Non-significant transportation and air quality impacts would be reduced. This alternative would be less visible from medium- and long-range views.

## ALTERNATIVE C: NO BULK EXCEPTIONS

This alternative would include setbacks above the base as called for in Section 132.1(c) of the San Francisco Planning Code, Separation of Towers. Therefore, as opposed to the proposed project, this alternative would be set back above the base 15 feet from the eastern interior property line rather than 12 feet as currently proposed. The project would also not require an exception to bulk limitations established by Section 270 of the Planning Code.

As a result of not seeking exceptions to these requirements, this alternative would have slightly less office space and about 15 percent less overall density than the project. The effects of this alternative would be similar to those described for Alternative C1 in the 1986 FEIR Alternatives section. Like the currently proposed project, this alternative would require a Planning Code exception because it would exceed the 11-mph pedestrian comfort criterion of Sec. 148(a) related to ground-level wind effects. Physical effects would be virtually indistinguishable from those of the project, since the amount of office space and the building shape would be similar.

Another version of this alternative could reduce the floor size of the upper tower, meeting the bulk and setback limitations of the Planning Code, but add three additional floors, and maintain approximately the same amount of office space as in the proposed project. A taller building would be slightly more noticeable in long-range views of the site and could require reassessment to determine changes in wind conditions and compliance with San Francisco Planning Code Section 148. This alternative would not result in new shadow effects on public open spaces subject to Proposition K restrictions.

## ALTERNATIVE D: NO PARKING

Under this alternative, an office tower would be constructed on the site just as it would under the currently proposed project, although without the proposed 39 parking spaces in the basement level. Instead, the basement level would contain only service/mechanical space and two service vehicle loading spaces. All impacts of this alternative would be similar to the project, as described in the 1986 FEIR Alternatives section (pp. 147), except that there would be fewer vehicle trips to the site. As a result, employees and visitors would park elsewhere in the vicinity, and project vehicle trips would be dispersed throughout a wider area.

# **CHAPTER II**

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## **PROJECT DESCRIPTION**

*Reader: The following project description replaces the Project Description of the 1986 FEIR.*

### **A. SITE LOCATION**

The proposed project would be located at 535 Mission Street on the south side of Mission Street at Shaw Alley, between First and Second Streets in the City and County of San Francisco, on Lots 68 and 83 of Assessor's Block 3721 (see Figure 1). The 16,320-sq. ft. site is bounded by Mission Street to the north, Minna Street to the South, Shaw Alley on the west, and to the east, a parking garage atop which is an outdoor open space for the 100 First Street office building. Golden Gate University is located across Mission Street from the site and the Transbay Transit Terminal (referred to herein as Transbay Terminal) at First and Mission Streets is about one-half block to the east.

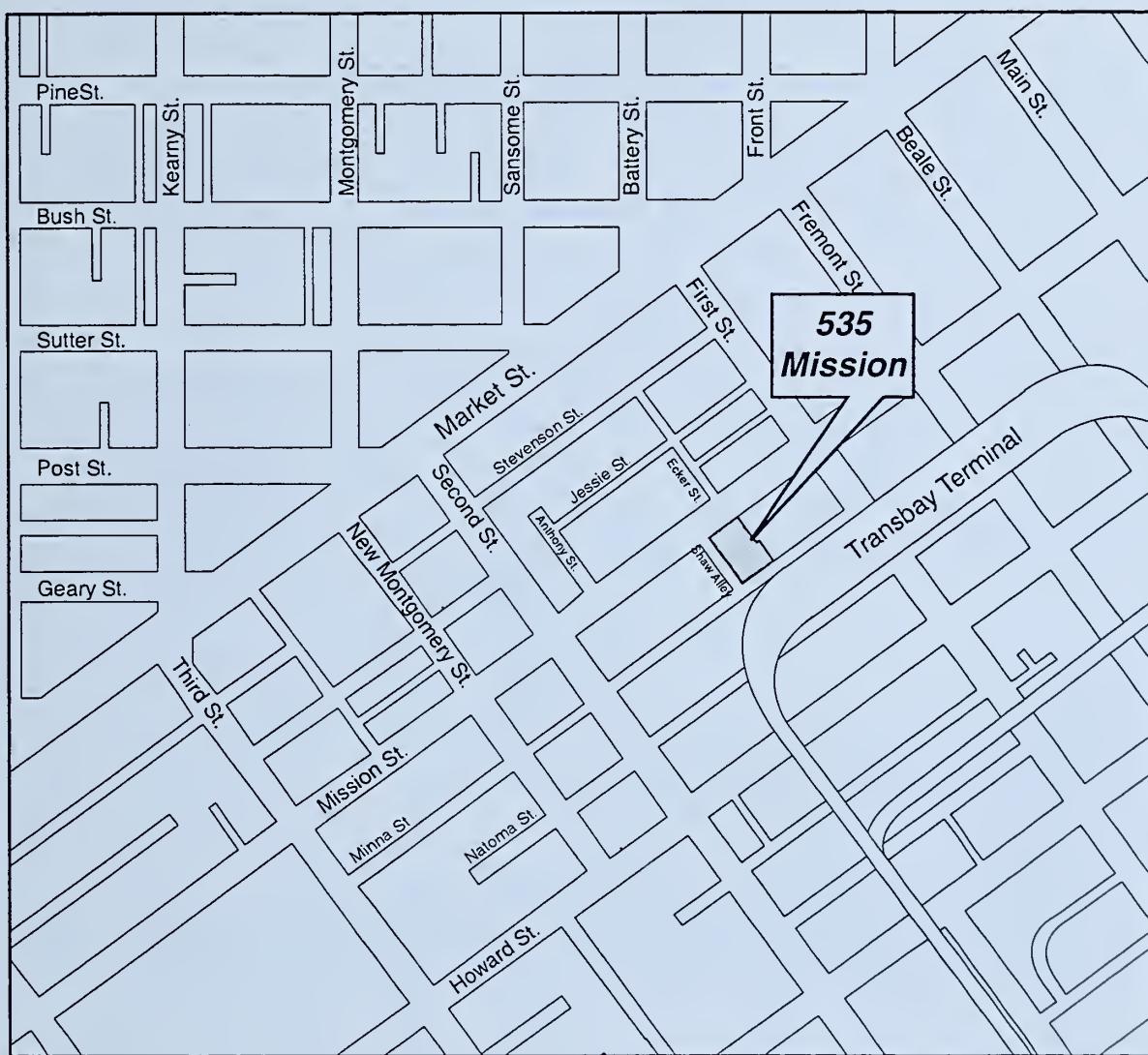
### **B. PROJECT CHARACTERISTICS**

The 294-foot tall project would be a 22-story building including partial second floor and penthouse mechanical levels, plus one subsurface level of parking. (See Table 1 for a summary of project characteristics, including a comparison to the original project analyzed in the 1986 FEIR.) As calculated under the Planning Code, the building would contain about 253,000 gross sq. ft. of office space. This would result in a Floor Area Ratio (FAR), the ratio of floor area (ground-floor retail, parking and mechanical are excluded from FAR) to site size, of 15.5:1 for the 16,320-sq. ft. development site. The ground-floor would include a lobby with access from both Mission Street and Shaw Alley as well as approximately 2,000 gross sq. ft. of retail space.

In addition, in order to meet the Planning Code requirement for open space, the project would include 6'-6" setbacks along Shaw Alley (on the west) and Mission Street (on the north), approximately 2,200 sq. ft. of ground-floor interior dedicated as open space (at the building's southwest and northeast corners), and improvements to Shaw Alley (including seating, landscaping, lighting and decorative paving).<sup>2</sup> The southwest interior open space would be landscaped and include tables, chairs, benches, and a water element. The open space in the northeast portion of the building would be more passive in use and would include a fine art wall, seating, and landscaping. The second-floor winter garden and sun terrace proposed as part of the original project and described in the 1986 FEIR is no longer proposed as part of the project.

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<sup>2</sup> It should be noted that because Shaw Alley would be available for use as public open space for only a portion of each day (approximately three hours), only a portion of its total square footage may be applied towards complying with the proposed project's open space requirement.



Project Site  
Assessor's Block 3721  
Lots 68 and 83



SOURCE: Environmental Science Associates; San Francisco Planning Department

535 Mission Street / 980392 ■

**Figure 1**  
Project Location

**TABLE 1**  
**SUMMARY OF PROJECT CHARACTERISTICS**

	<b>Project Analyzed in 1986 FEIR</b>	<b>Current Proposed Project</b>	<b>Net New (less existing uses on site)</b>
Height (to roof)	300 ft.; 23 stories <sup>a</sup>	294 ft.; 22 stories <sup>a</sup>	n/a
Density <sup>b</sup>	15.6:1 FAR	15.5:1 FAR	n/a
Office Space <sup>c</sup>	255,000 gsf	253,000 gsf	243,000 gsf
Retail Space <sup>c</sup>	5,000 gsf	2,000 gsf	---
Open Space <sup>c</sup>	5,700 gsf <sup>d</sup>	5,500 gsf <sup>e</sup>	5,500 gsf
Parking	40 spaces	39 spaces	39 spaces
Loading <sup>f</sup>	2/2 spaces	2/2 spaces	2/2 spaces

<sup>a</sup> Plus one subsurface (basement) level

<sup>b</sup> FAR = Floor area ratio

<sup>c</sup> gsf = Gross square feet (as calculated under the Planning Code)

<sup>d</sup> Indoor "winter garden" and second-floor sun terrace

<sup>e</sup> Ground floor indoor and outdoor open space

<sup>f</sup> Truck spaces/service vehicle spaces

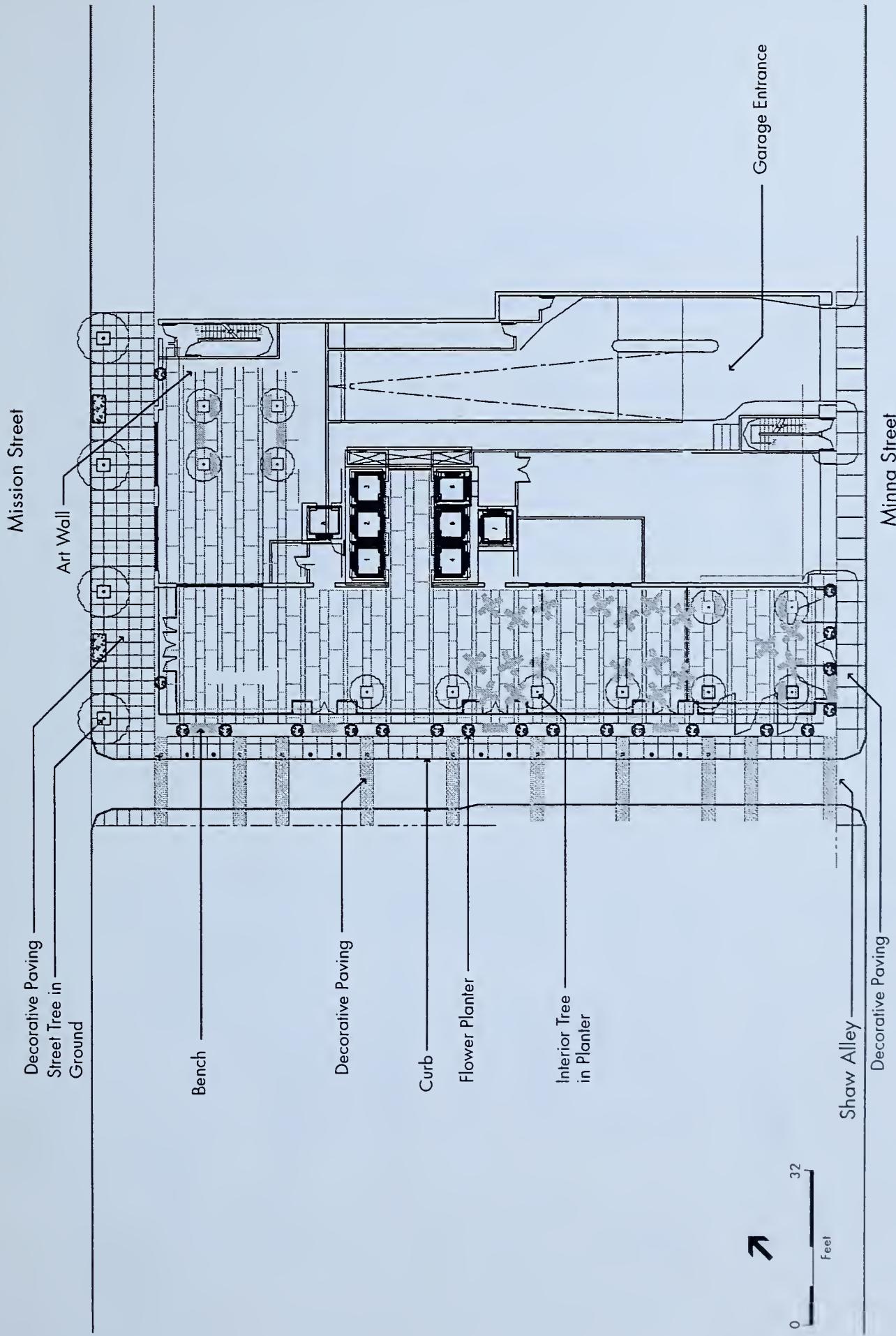
SOURCE: DWI Development Inc.; Environmental Science Associates

The third through 21st floors of the proposed building would contain office space, while the partial second and entire 22nd floor would consist of mechanical space. The average floor size of floors 3 through 21 would be about 13,300 sq. ft. The basement level would contain about 39 short-term valet parking spaces and two service-vehicle loading spaces. Two truck loading docks and a parking ramp would be accessible from Minna Street. See Figures 2 through 8 for drawings of the proposed project design. (See Appendix A for a comparison of the elevations of the original project design with those of the current proposed design.)

The project would include the demolition of an existing structure located at 531 Mission. The existing structure includes approximately 10,000 sq. ft. of office space and approximately 5,000 sq. ft. of retail (restaurant space).<sup>3</sup> Total changes in floor area for the site would be a net increase of about 243,000 gross sq. ft. of office space and a net decrease of about 3,000 gross sq. ft. of retail space. The parking and the open space would be new uses on the site.

The sponsor proposes that retail and public open space occupy the Mission Street ground-floor frontage and that a ground floor café be situated on the west (Shaw Alley) side of the project. As noted above, the

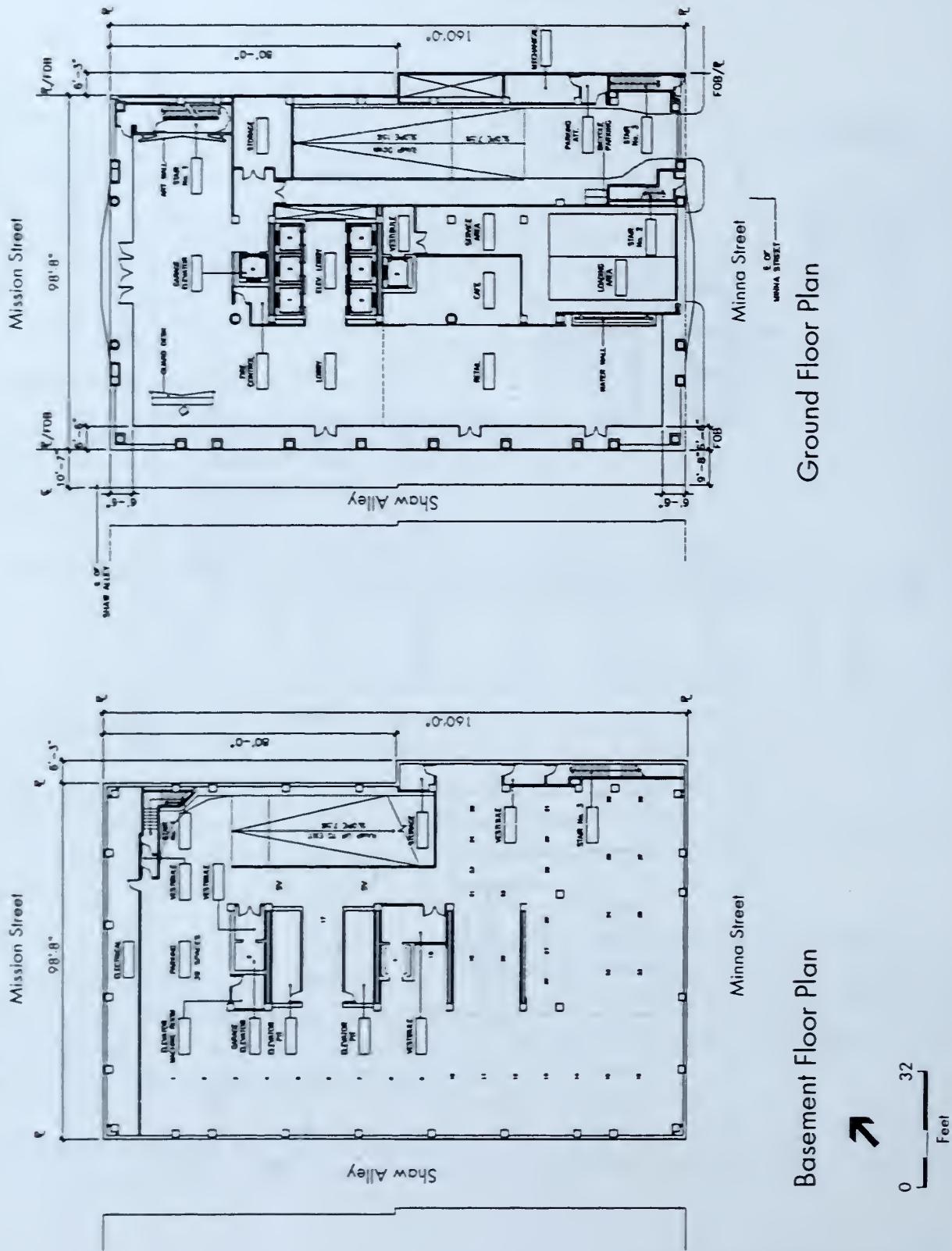
<sup>3</sup> Of the existing office space, approximately 2,500 sq. ft. is currently occupied by a yoga studio, but is considered office space because that has been its most consistent use.



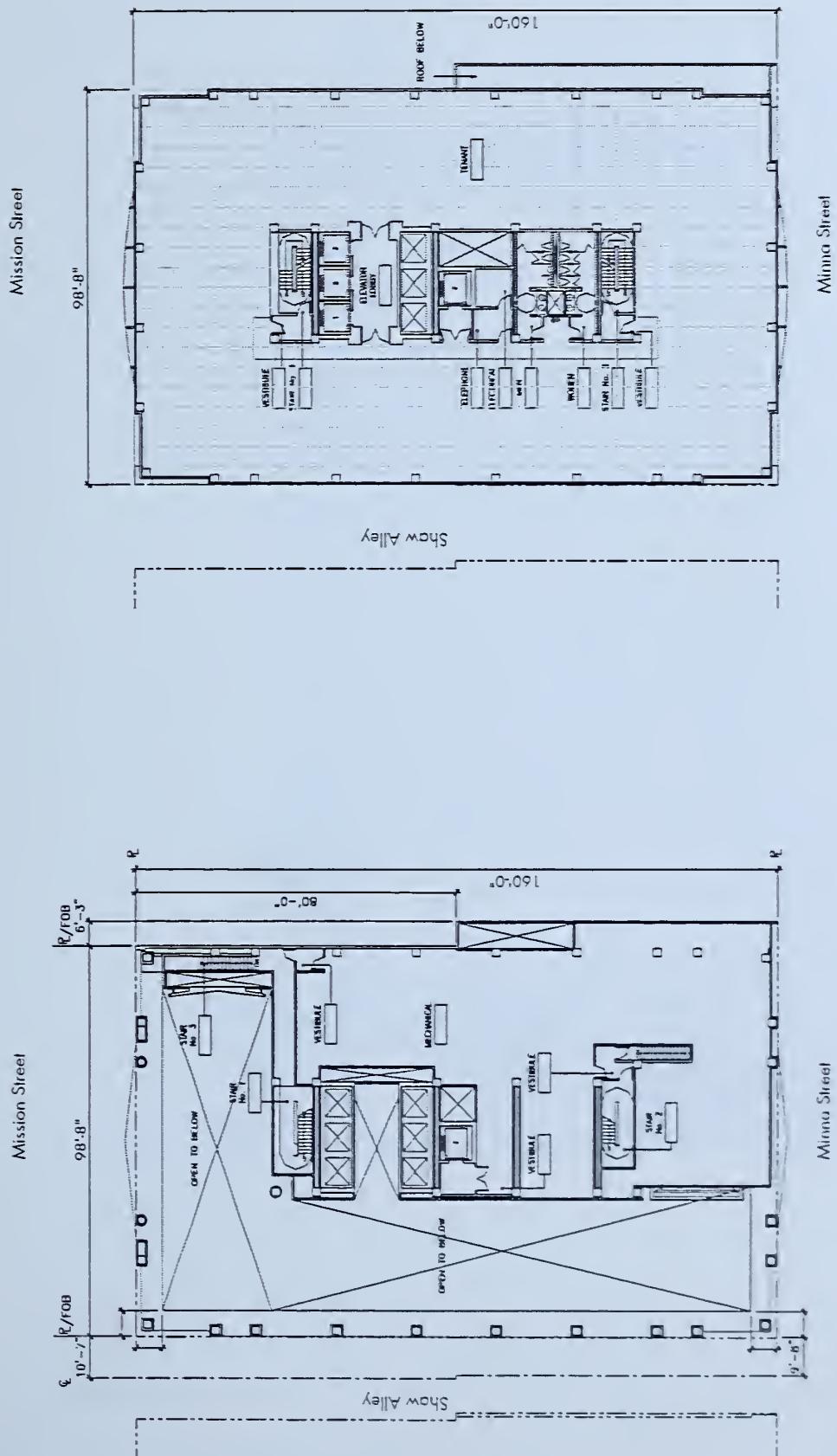
SOURCE: Hellmuth, Obata & Kassabaum

535 Mission Street / 980392 ■  
**Figure 2**  
Site Plan

535 Mission Street / 980,392 ■  
**Figure 3**  
 Basement and Ground Floor Plans



SOURCE: Hellmuth, Obata & Kassabaum



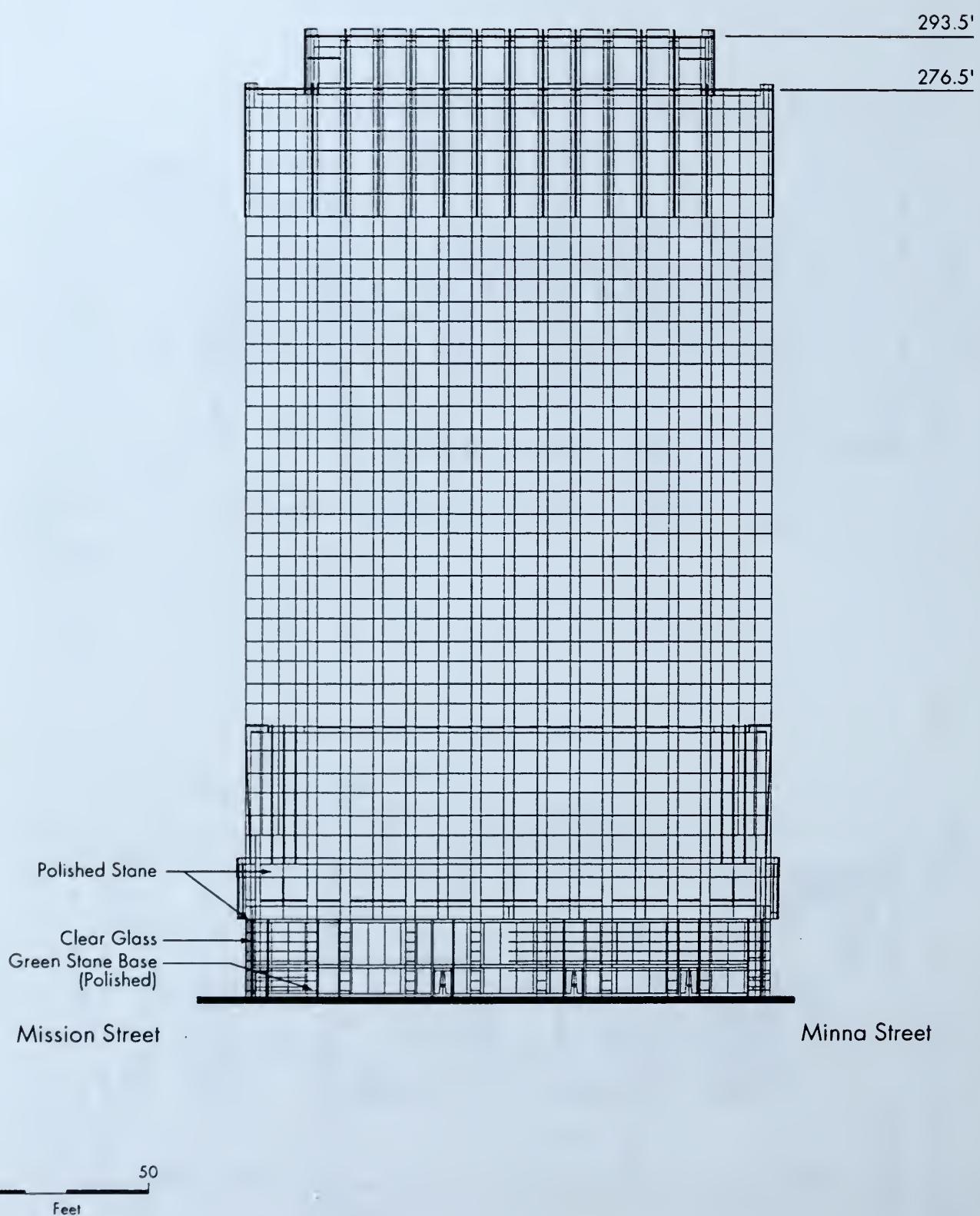
Typical Floor Plan

Second Typical Floor Plan

↗  
0 32  
feet

SOURCE: Hellmuth, Obata & Kassabaum

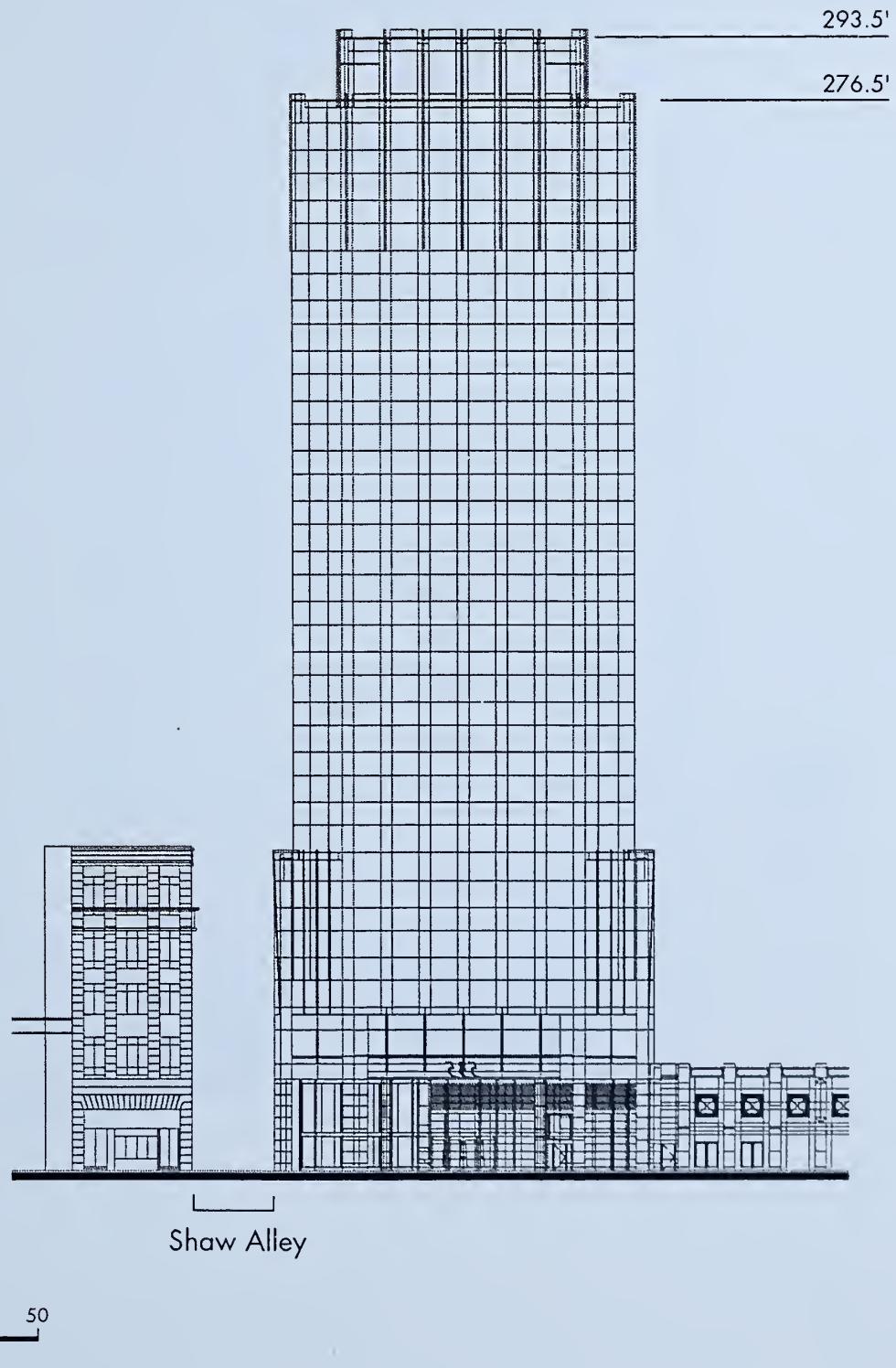
545 Mission Street / 980,302 ■  
**Figure 4**  
Second Level and Typical Floor Plans



SOURCE: Hellmuth, Obata & Kassabaum

**535 Mission Street / 980392**

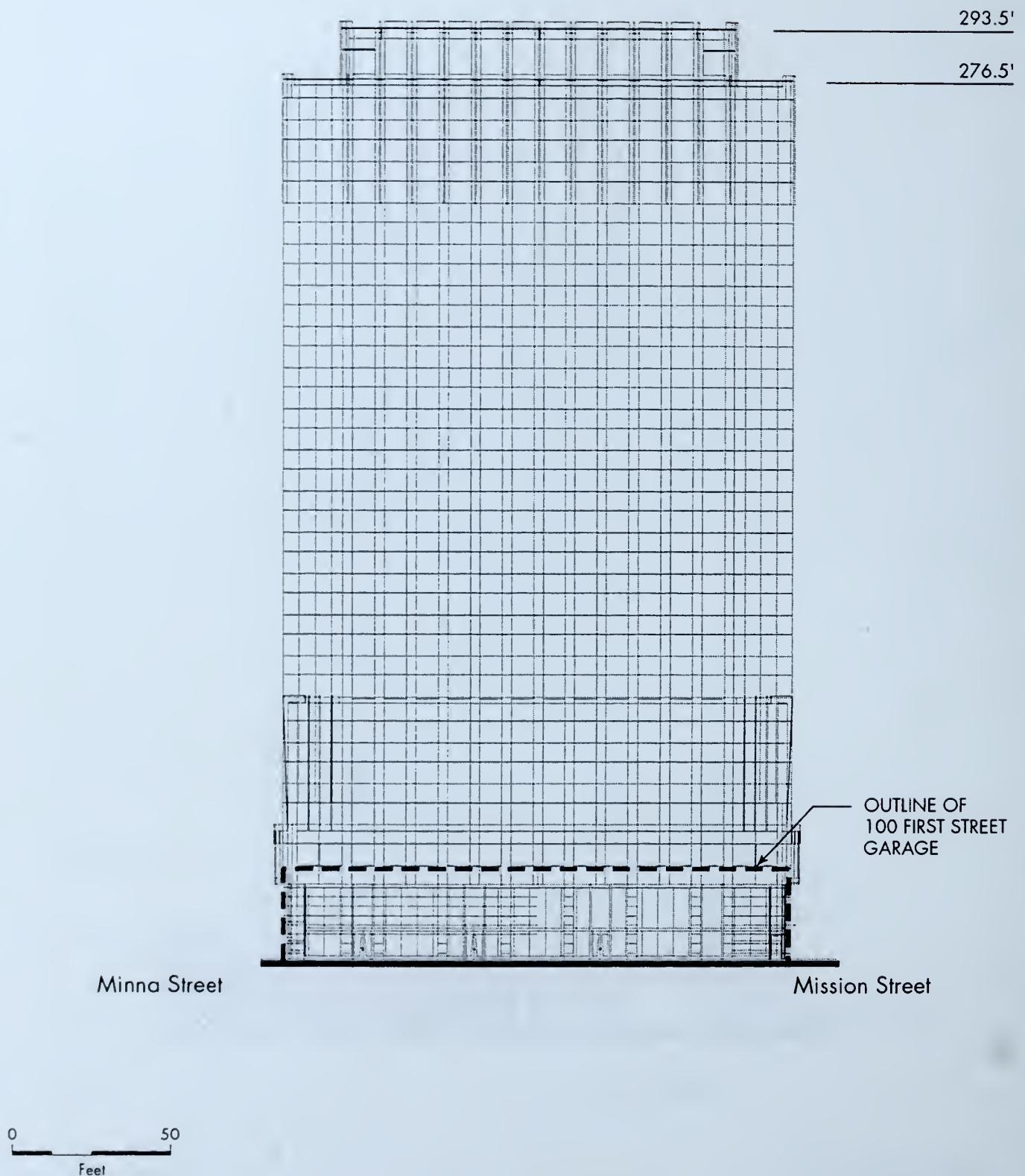
**Figure 5**  
West Elevation (Shaw Alley)



SOURCE: Hellmuth, Obata & Kassabaum

535 Mission Street / 980392 ■

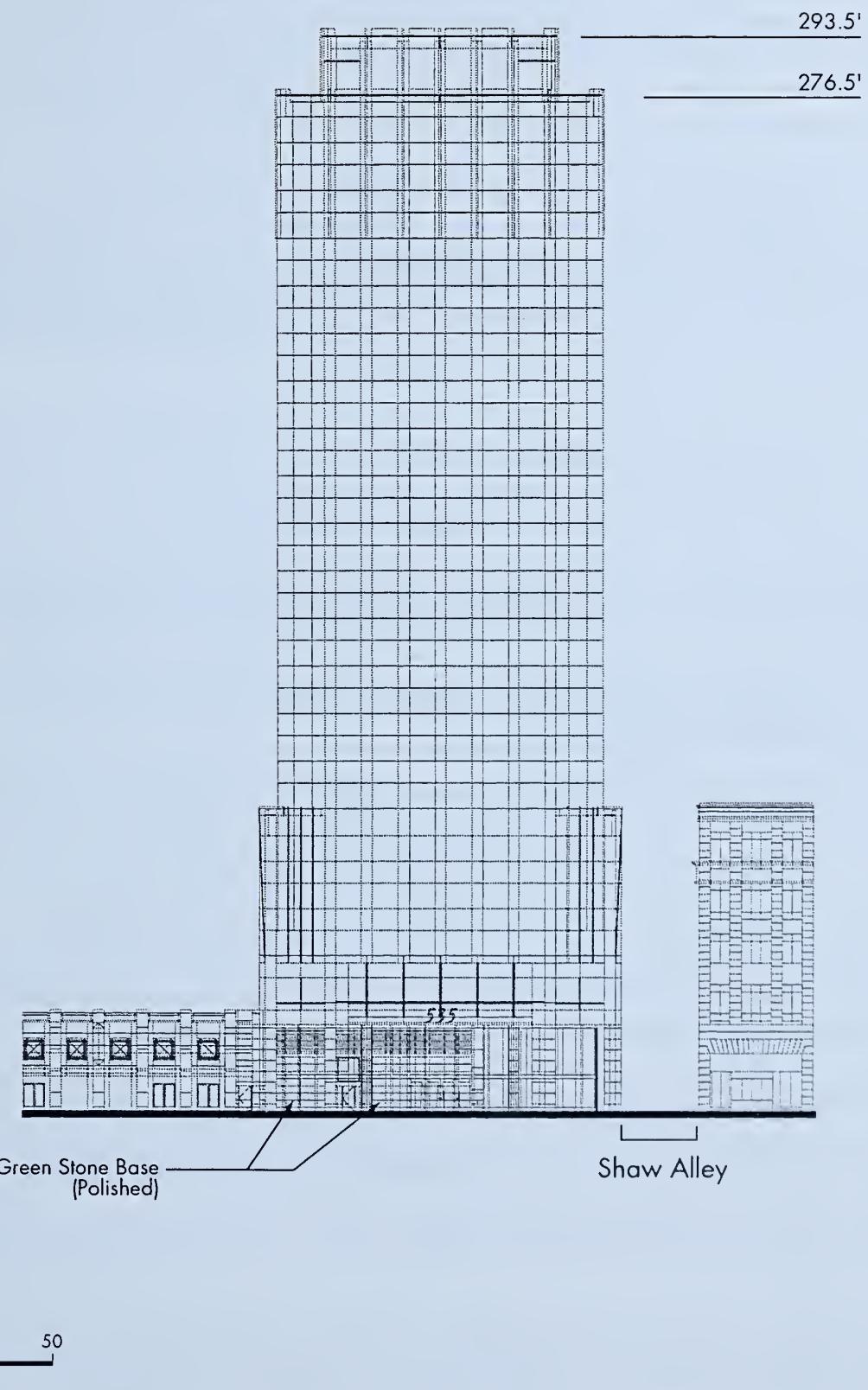
**Figure 6**  
South Elevation (Minna Street)



SOURCE: Hellmuth, Obata & Kassabaum

535 Mission Street / 980392 ■

**Figure 7**  
East Elevation (First Street)



SOURCE: Hellmuth, Obata & Kassabaum

535 Mission Street / 980392 ■

**Figure 8**  
North Elevation (Mission Street)

western facade would be set back 6'-6" feet from Shaw Alley to expand the open space/decorative pavement proposed on the alley. To enhance the sense of openness, this facade would feature a two-story glass wall. The main lobby, on Mission Street at the corner of Shaw Alley, would be a two-story, approximately 24-foot-tall space inside the glass wall. Subject to City approval, the sponsor proposes that Shaw be converted to a pedestrian lane during midday hours, similar to Maiden Lane, Leidsdorf, Commercial, and Belden Streets, with traffic allowed in the early morning and late afternoon only.

The FAR for the proposed project, as calculated under the Planning Code, would be 15.5:1. Given that the base allowable FAR without transferred development rights (TDR) is 9:1 (or 146,880 sq.ft.), the project would include about 106,000 gsf of TDR. The project sponsor has not yet identified buildings from which development rights would be sought. The project would incorporate art as required by Planning Code 149, provide required open space on-site as described above, and meet the childcare requirement by paying an in lieu fee.

## **C. PROJECT SPONSOR'S OBJECTIVES**

The project sponsor has identified the following objectives for the project:

- To develop a partially vacant lot and replace it with an economically viable class A office structure with efficient rentable floor plates suitable for business and occupants in the 21st century.
- To provide a work environment that is close to numerous modes of public transportation, in particular MUNI, BART, AC Transit, and Caltrain.
- To develop a project that enhances, and is enhanced by, pedestrian accessibility to the project site.
- To develop a project that combines ground-floor retail with office space above.
- To replace the existing structure on the project site with a seismically safer structure.
- To provide easily accessible, inviting, street-level, well-lighted public open space integrated into the occupancy and operation of the project.
- To provide competitive office space to both large and small tenants.
- To provide a positive architectural and visual contribution to San Francisco's SOMA business area.
- To provide parking and off-street loading adequate to meet some of the needs of the project and surrounding area.
- To enhance the size and marketability of the project and to support preservation goals by transferring development rights under the City's TDR program to a site that has a 550 foot height limitation and is designated for such TDR.
- To provide a return on investment.

## D. PROJECT APPROVAL REQUIREMENTS AND GENERAL PLAN POLICIES

The site is in the C-3-O (Downtown Office) Use district. The basic Floor Area Ratio (FAR) is 9:1. The 550-S Height and Bulk District for the site allows a maximum height of 605 feet, including an optional upper tower extension of 10% of building height. The S controls apply to four parts of a new building: base, lower tower, upper tower and upper tower extension. The general principle is reduced bulk with increased height. In the S district, the maximum length and maximum diagonal dimensions of the lower tower are 160 ft. and 190 ft., respectively. The maximum average floor size for the lower tower is 17,000 sq. ft., and the maximum floor size is 20,000 sq. ft. For the upper tower, the bulk controls are: a maximum length of 130 ft.; a maximum average diagonal measure of 160 ft.; a maximum average floor size of 12,000 sq. ft.; and a maximum floor size of 17,000 sq. ft. Allowable exceptions to these bulk maximums are provided in Section 270 and 272 of the Planning Code, subject to approval under Section 309.

The project sponsor would seek an exception, pursuant to Planning Code Section 309, from the requirement for separation of towers: a 15-foot setback is required above the building's base from the east property line under Sec. 132.1(c), while a setback of approximately 12 feet is proposed. (The required 15-foot setback from the center of Shaw Alley on the west would be met.) The sponsor would also seek an exception to the bulk limitations established by Section 270 of the Planning Code, which establishes a maximum length of 130 feet, a maximum average floor size of 12,000 sq. ft. for upper towers, and an upper tower volume of approximately 1,201,400 cubic feet. The project's upper tower would have a length of 160 feet, an average floor size of about 12,200 sq. ft., and a volume of 1,268,250 cubic feet. In addition, the project sponsor would seek an exception to the requirements of Planning Code Section 148 because the current project would not reduce existing wind speed exceedances of the pedestrian comfort level criterion and would result in one new exceedance of the seating comfort level criterion. In contrast to the 1986 FEIR design, the current project would not require an easement from the Building Code requirement of a five-foot setback (for building walls with windows for fire safety reasons) from the eastern property line.

This Draft SEIR will undergo a public comment period as noted on the cover, including a public hearing before the City Planning Commission. Following the public comment period, responses to written and oral comments will be prepared and published in a Draft Summary of Comments and Responses document. The Draft SEIR will be revised as appropriate and presented to the City Planning Commission along with the 1986 FEIR for certification as to accuracy, objectivity, and completeness. No approvals or permits may be issued before the Final SEIR is certified. The Department of Building Inspection would require a building permit for the construction of a new building. The Department of Public Works would require a minor street encroachment permit to rebuild the curb for access to the proposed parking garage and to repave Shaw Alley, and would have to approve the closure of Shaw Alley for use as a pedestrian lane during midday hours.

On November 4, 1986, the voters of San Francisco passed Proposition M, the Accountable Planning Initiative, which established eight Priority Policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business

ownership; earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project that requires an Initial Study under the *California Environmental Quality Act* (CEQA), or adopting any zoning ordinance or development agreement, the City is required to find that the proposed project or legislation is consistent with the Priority Policies.

The City and County of San Francisco *General Plan* provides general policies and objectives to guide land use decisions. The proposed project would not obviously or substantially conflict with the General Plan. In general, potential conflicts with the *General Plan* are considered by the decisions-makers (normally the Planning Commission) independently of the environmental review process, as part of the decision to approve, modify or disapprove a proposed project. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project. Relevant policies of the General Plan are discussed in the 1986 Final EIR and the Land Use and Zoning section in Chapter III of this SEIR.

# **CHAPTER III**

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## **ENVIRONMENTAL SETTING AND IMPACTS**

### **A. LAND USE AND ZONING**

The land use conditions of the project site are similar to those described in the Land Use and Zoning section of the 1986 FEIR, however several changes in circumstances have occurred since that document was prepared. Most notably, one of the buildings on the project site was demolished in 1991. Other changes in the area include construction of nearby buildings and proposals for several other buildings.

At the time of the FEIR, two buildings were located on the project site: 531 Mission Street, a three-story commercial building, and 535 Mission Street (the Goodyear Building), a four-story commercial building. Subsequent to a fire that damaged it heavily, 535 Mission Street was demolished in 1991. The western two-thirds of the site is therefore now vacant. The 531 Mission Street building is composed of 10,000 sq. ft. of office space (2,500 sq. ft. of which functions as a yoga studio) and 5,000 sq. ft. of retail (restaurant) space.

The FEIR had noted the beginnings of office development in the project vicinity: buildings at 100 First Street at Mission and at 71 Stevenson Street were under construction in 1986, and a building at 49 Stevenson Street had been approved; all of these buildings are now built and occupied. No other projects have been completed since the FEIR was certified, but an office building at 101 Second Street at Mission is currently under construction (occupancy is planned for December 1999), as is another office building at 199 Fremont Street at Howard. An office project has been approved at One Second Street at Stevenson, but is not under construction. A previously approved office project at 524 Howard Street, near First Street (on the same block as the 535 Mission site) has been re-reviewed by the Planning Department and re-authorized. A highrise condominium project, formerly known as Natoma Mews and currently called The Century, is under construction southwest of the site, on the western portion of what had been a surface parking lot. Another condominium project is under construction on Second Street between Howard and Folsom, within the Yerba Buena Center (YBC) Redevelopment Area, and a hotel at Third and Howard Streets, also within the YBC area, was recently completed. The area immediately south of the project site remains in use as a surface parking lot, with garage parking in the Transbay Terminal. A former parking lot at the corner of Ecker and Mission Streets is now occupied by Leadership High School, a San Francisco Unified School District charter school.

In addition to development projects that have been approved or are under construction, there are a number of development proposals being evaluated in the area, and planning for the Transbay Terminal area as a whole has been undertaken by the City, the San Francisco Redevelopment Agency, and most recently, a multi-agency panel established by the Metropolitan Transportation Commission (MTC). Potential future development projects include office buildings at 554 Mission Street (across Mission Street from the project site), and at the intersection of First and Howard Streets. These and other specific

projects would contribute to projected future housing and employment growth in the area, and are being analyzed in project-specific CEQA documents.

The project is in the C-3-O (Downtown Office) use district and a 550-S (550-foot height limit; up to 605 feet with permitted upper tower extension, with limitations on maximum plan dimensions) height and bulk district. Like the project analyzed in the 1986 FEIR, the current project would require an exception pursuant to Planning Code Section 309 in regard to the required separation of towers, which in this case calls for a 15-foot setback from the east property line above 103 feet under Sec. 132.1(c),<sup>4</sup> but setback of only 12 feet is proposed. In regard to ground-level winds, the project cannot feasibly be designed to avoid exceeding 11-mph pedestrian comfort criterion of Sec. 148(a) and so would require an exception.

The sponsor would also seek an exception to the bulk limitations established by Section 270 of the Planning Code, which establishes a maximum length of 130 feet, a maximum average floor size of 12,000 sq. ft. for upper towers, and an upper tower volume of approximately 1,201,400 cubic feet. The project's upper tower would have a length of 160 feet, an average floor size of about 12,200 sq. ft., and a volume of approximately 1,268,250. In addition, the sponsor would seek an exception to the wind seating-comfort criterion established by Section 148, which requires ground-level wind currents not to exceed 7 mph more than 10% of the time. Some of the General Plan policies discussed in the 1986 FEIR have changed since 1986, however some of the policies still relevant to the proposed project are listed below. For more specific information regarding the zoning requirements for this site and the compatibility of the project with the General Plan (including the Downtown Plan), see the 1986 FEIR. See Table 3 in the Urban Design section of the 1986 FEIR for a complete list of the Urban Design policies of the *General Plan* relevant to the proposed project.

## COMMERCE AND INDUSTRY ELEMENT

Objective 3, Policy 1: Promote the attraction, retention, and expansion of commercial and industrial firms which provide employment improvement opportunities for unskilled and semi-skilled workers.

Objective 4, Policy 1: Maintain and enhance a favorable business climate in the city.

Objective 4, Policy 2: Promote and attract those economic activities with potential benefit to the city.

## URBAN DESIGN ELEMENT

Objective 1, Policy 1: Recognize and protect major views in the city, with particular attention to those of open space and water.

Objective 1, Policy 3: Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

<sup>4</sup> Based on 1.25 times the 82.5-foot-width of Mission Street.

Objective 1, Policy 6: Make centers of activity more prominent through design of street features and by other means.

Objective 2, Policy 6: Respect the character of older development nearby in the design of new buildings.

Objective 3, Policy 1: Promote harmony in the visual relationships and transitions between new and older buildings.

Objective 3, Policy 3: Promote efforts to achieve high quality of design for buildings to be constructed at prominent locations.

Objective 3, Policy 6: Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

## DOWNTOWN PLAN

Objective 13, Policy 1: Relate the height of buildings to important attributes of the city pattern and to the height and character of existing and proposed development.

Objective 15, Policy 2: Assure that new buildings contribute to the visual unity of the city.

Objective 15, Policy 3: Encourage more variation in building facades and greater harmony with older buildings through use of architectural embellishments and bay or recessed windows.

Objective 16, Policy 1: Conserve the traditional street to building relationship that characterizes downtown San Francisco.

Objective 16, Policy 2: Provide setbacks above a building base to maintain the continuity of the predominant streetwalls along the street.

Objective 16, Policy 3: Maintain and enhance the traditional downtown street pattern of projecting cornices on smaller buildings and projecting belt courses on taller buildings.

Objective 16, Policy 4: Use designs and materials and include activities at the ground floor to create pedestrian interest.

## B. VISUAL QUALITY

### SETTING

The visual quality setting of the project site is similar to that described in the Urban Design setting section of the 1986 FEIR (pp. 40-45). The two primary changes to the visual setting are those same changes described above in section III.A, Land Use: demolition of 535 Mission Street on the project site, and the construction of new structures in the vicinity.

As explained in the 1986 EIR, the project vicinity is primarily devoted to large and small office buildings with ground-floor retail. Numerous high-rise buildings are located near the project site, including at Market and First Streets, Stevenson Street between First and Second Streets, Jessie and Ecker Streets, Second Street at Mission (under construction), and adjacent to the project site to the east at 100 First Street. A 48-story residential tower (“The Century”) is under construction between Minna and Natoma Streets, east of Second Street. In addition, high-rise office buildings at One Second Street at Mission and at 524 Howard Street, near First Street, have been approved for development.

To the west of the project site, across Shaw Alley, is a narrow five-story brick office structure. Directly across Mission from the project site is Golden Gate University, a massive concrete structure with a series of overhanging levels and a plaza fronting Mission Street. To the west of Golden Gate University are two vacant lots on either side of a six-story office building built in 1919; all three parcels are the proposed site for the 31-story 554 Mission Street office tower. To the east of Golden Gate University, across Ecker Street, is Leadership High School, constructed of “portable” classroom structures.

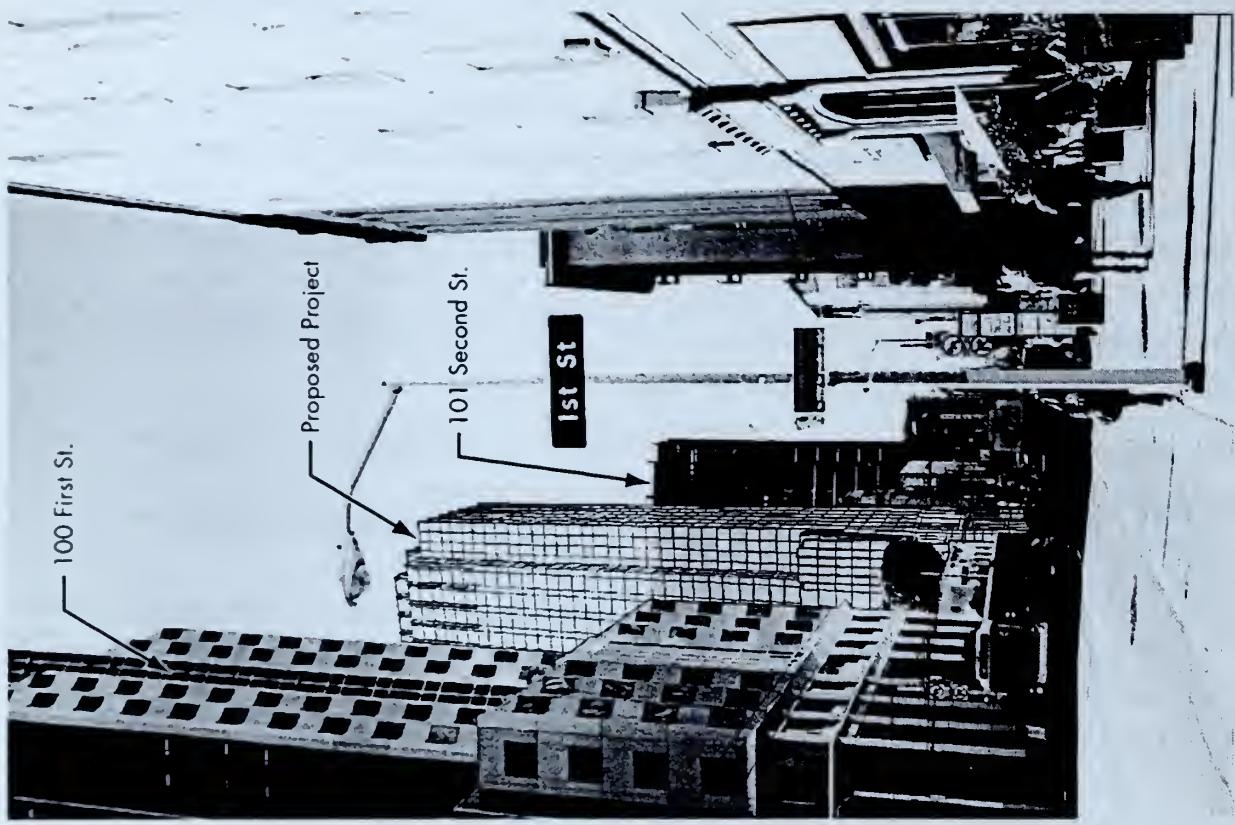
### IMPACTS

Evaluation of potential project impacts on the existing visual character of the site and surroundings requires analysis of the elements of the project that would be introduced and how those changes (separately or collectively) would affect the character of the site and views of it from off-site locations. Impacts to the visual quality or character of a site would be considered significant if site changes would result in substantial demonstrable negative aesthetic effects, would substantially degrade or obstruct scenic views or vistas currently observed from public areas, or would result in the production of substantial light or glare.

The current proposed project would demolish the existing three-story 531 Mission Street building. This building is a simple rectangular, brick facade structure with large retail windows on the ground-floor and a series of five smaller, double-hung windows on each of the upper two floors. The proposed project would differ visually from the project analyzed in the 1986 FEIR as a result of the four differences between the two projects described in the Introduction section of this document. Those changes include: 1) street and sidewalk improvements to Shaw Alley (adjacent to the project site on the west) and a 7-foot building setback on the west that would effectively widen the east sidewalk of Shaw Alley; 2) no asymmetrical angle to be “cut away” from the building’s southeast corner; 3) a more “squared off” top of the building; and 4) 21 stories, rather than 23 stories (although the height would remain at 300 feet).

As discussed in the Urban Design environmental impacts section of the 1986 FEIR, the project site would be visible from long-range viewpoints as well as neighboring buildings and street-level areas in surrounding blocks. Long-range viewpoints would include Twin Peaks, Potrero Hill, and the Bay Bridge. A variety of short- and middle-range views would be available from throughout the surrounding neighborhood. To clearly demonstrate the physical differences between the 1986 and current designs, and provide updated views of the site, five photosimulations of the current proposed project have been provided as Figures 9 through 13.

As with the previously analyzed project, the proposed project would be a new highrise within a densely developed urban area with numerous other office towers, consistent with the site's zoning, and generally consistent with the urban design policies of the General Plan. As such, the project would not have a substantial effect on a scenic vista or views from public areas, would not result in a substantial demonstrable negative aesthetic effect, and would not produce new substantial light or glare. The project would therefore not have significant visual quality effects on the environment.



PROPOSED VIEW LOOKING EAST DOWN MISSION STREET



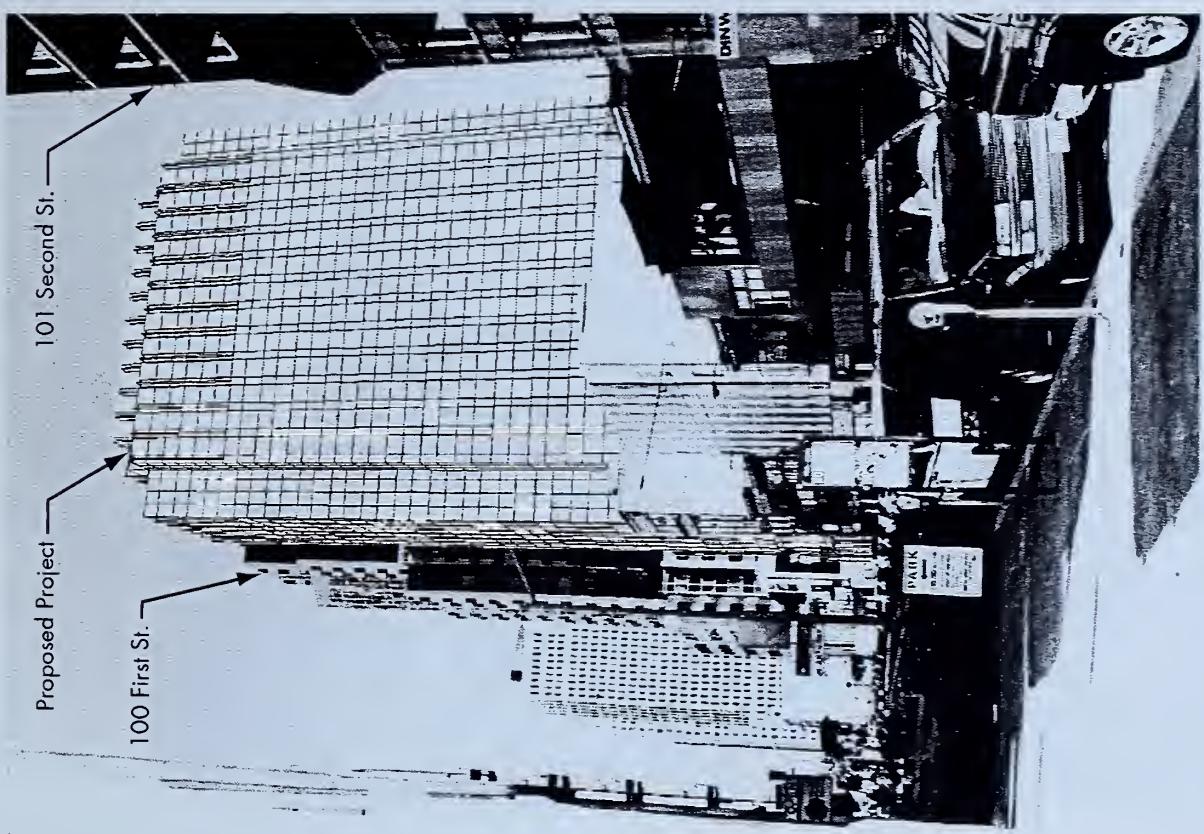
EXISTING VIEW LOOKING WEST DOWN MISSION STREET

SOURCE: Hellmuth, Obata & Kassabaum

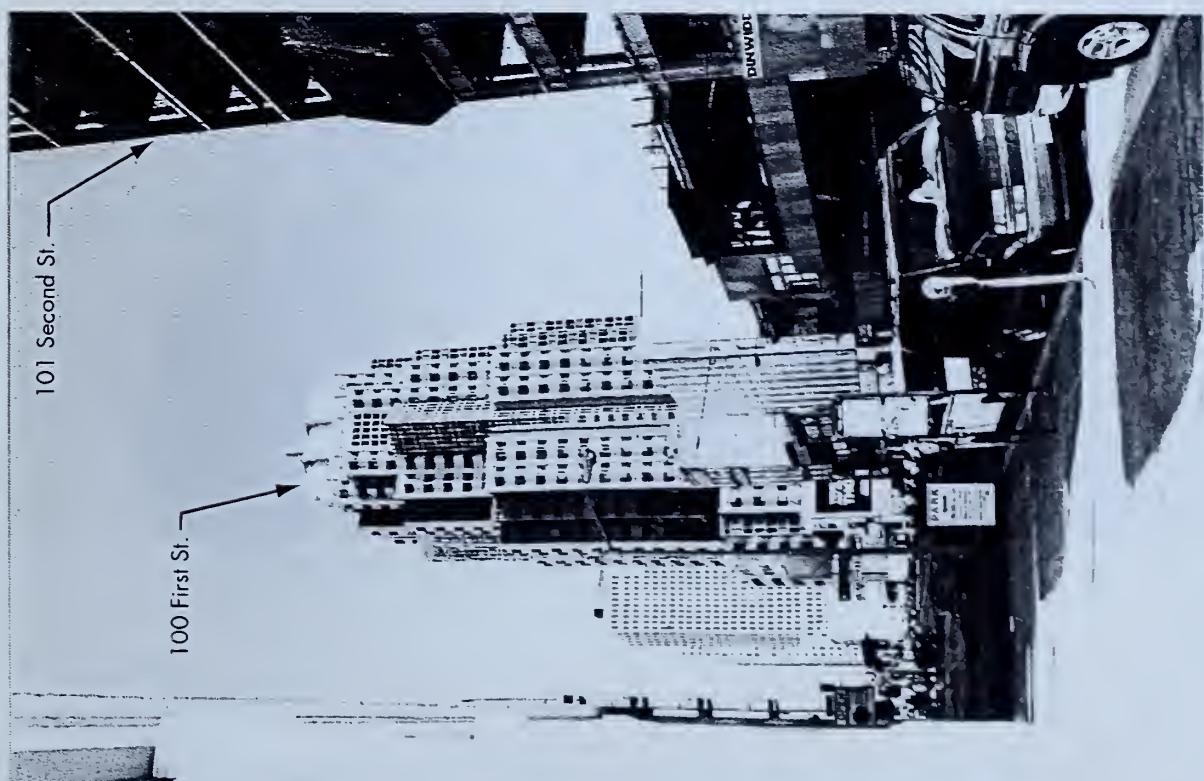
535 Mission Street / 980392 ■

Figure 9

Existing and Proposed Street Views



PROPOSED VIEW LOOKING EAST DOWN MISSION STREET



EXISTING VIEW LOOKING EAST DOWN MISSION STREET

SOURCE: Hellmuth, Obata & Kassabaum

Figure 10  
Existing and Proposed Street Views

535 Mission Street / 980392 ■



EXISTING CLOSE-IN VIEW FROM MISSION STREET  
LOOKING WEST



PROPOSED CLOSE-IN VIEW FROM MISSION STREET  
LOOKING WEST

SOURCE: Hellmuth, Obata & Kassabaum

535 Mission Street / 980392 ■

Figure 11  
Existing and Proposed Street Views



EXISTING CLOSE-IN VIEW FROM MISSION STREET  
LOOKING EAST



PROPOSED CLOSE-IN VIEW FROM MISSION STREET  
LOOKING EAST

SOURCE: Hellmuth, Obata & Kassabaum

535 Mission Street / 980392 ■

Figure 12  
Existing and Proposed Street Views



EXISTING CITYSCAPE VIEW FROM SOUTH OF MARKET LOOKING NORTH      PROPOSED CITYSCAPE VIEW FROM SOUTH OF MARKET LOOKING NORTH

SOURCE: Hellmuth, Obata & Kassabaum

535 Mission Street / 980,392 ■

Figure 13

Existing and Proposed Cityscape View

## C. TRANSPORTATION, CIRCULATION AND PARKING

### SETTING

The project site is within an area of the city that is subject to traffic congestion during the afternoon commute, including the p.m. peak hour, which is the hour of heaviest traffic volumes and which typically occurs between 4:30 p.m. and 5:30 p.m. In particular, streets leading to the Bay Bridge on-ramps, including First Street, Harrison Street, and Bryant Street (and sometimes Second and Folsom Streets leading to Essex Street) are congested, and drivers experience long delays in reaching the on-ramps. Drivers heading for I-80 westbound/U.S. 101 southbound also experience congestion and delays, particularly around the on-ramp at Fourth and Harrison Streets. Conditions on the I-80 freeway typically are also congested, with the worst congestion eastbound occurring near the Sterling Street on-ramp (near Second and Bryant Streets), and westbound, between Fifth Street and the U.S. 101 junction (just west of Ninth Street).<sup>5</sup>

The current Transportation network is essentially the same as that described in the 1986 FEIR (pp. 49-52), except for the freeway ramps on Mission Street at Beale and Main Streets that were demolished in the aftermath of the 1989 Loma Prieta earthquake. In addition, there have been some changes to the transit service provided by MUNI electric trolley and motor coach lines in the project area (see Figure 14 for current transit routes and stops in the project area). Existing operating conditions at First and Harrison are the same as those described in the 1986 FEIR (LOS F). Existing conditions at Beale and Mission have improved (from LOS E to B) and at First and Mission have degraded (from LOS D to E).

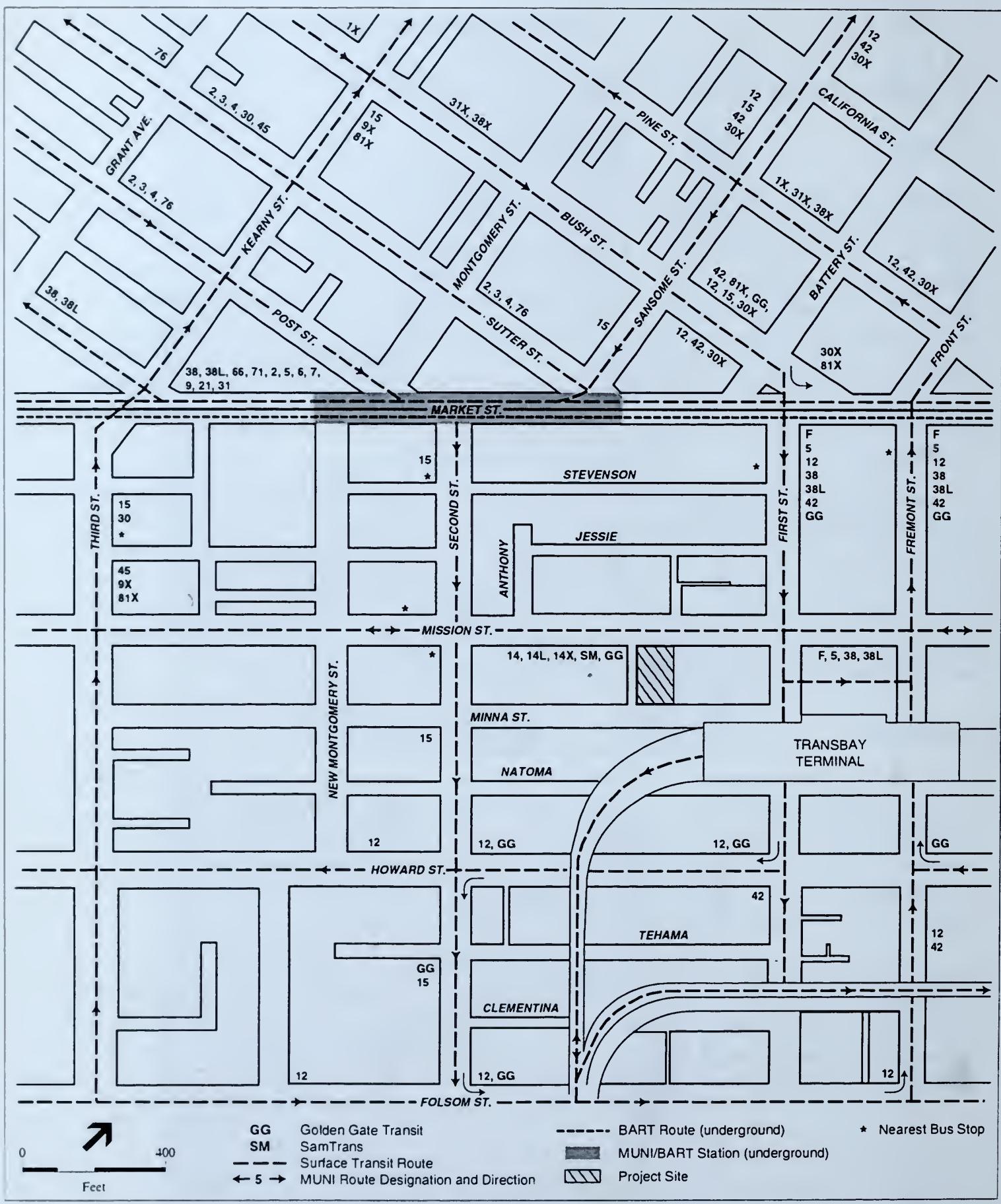
### IMPACTS

Transportation impacts analyzed in the 1986 FEIR (pp. 94-112) were reevaluated for this SEIR in light of changes in standard methodology for traffic analysis as well as changes in circumstances since certification of the 1986 FEIR. These changes include replacement of the now-outdated horizon year for cumulative analysis used in the 1986 FEIR, the 1989 Loma Prieta earthquake-caused changes to the regional freeway system, particularly in downtown San Francisco, and information on specific and projected future development projects, jobs, and housing in the project vicinity.

The cumulative future environment described in the 1986 FEIR was based on growth projections in population and employment to the year 2000, which no longer is relevant to analyses conducted in 1999. Current forecasts of cumulative conditions, as used for a recent assessment of the Transbay Redevelopment Study Area, project to 2015 conditions, using an adjusted version of *Projections '96*, published by the Association of Bay Area Governments (ABAG).<sup>6</sup>

<sup>5</sup> Mission Bay Final Supplemental EIR (Case No. 96.771E), p. V.E.7.

<sup>6</sup> *Projections '96* was the latest available data at the time the analysis was completed. ABAG's subsequent *Projections '98* contains citywide population and employment estimates for 2015 that are within about 2 percent of the comparable Redevelopment Agency consultants' forecasts used in this report. The Redevelopment Agency consultant's forecasts can be found in Keyser Marston Associates, Inc., *San Francisco Cumulative Growth Scenario: Final Technical Memorandum*, prepared for the San Francisco Redevelopment Agency, March 30, 1998.



SOURCE: San Francisco Street and Transit Map, 1998/99;  
Sam Trans Bus Route Map, 1998;  
Golden Gate Transit Bus and Ferry System Map, 1999.

- 535 Mission Street / 980392

**Figure 14**  
Transit Routes in the Project Area

Traffic volumes and circulation patterns on local streets in downtown San Francisco have changed from what they were (and what they were projected to be in the future) when analyzed in the 1986 FEIR because of circulation changes attributable to the 1989 Loma Prieta Earthquake. Traffic congestion has increased substantially in parts of the South of Market area since the analysis was performed for the 1986 FEIR, particularly on streets leading to the Bay Bridge and other freeway approaches. As described above, streets leading to the Bay Bridge on-ramps, including First Street, Harrison Street, and Bryant Street (and sometimes Second and Folsom Streets leading to Essex Street), are congested during the afternoon commute and drivers experience long delays in reaching the on-ramps. Drivers heading for I-80 westbound/U.S. 101 southbound also experience congestion and delays, particularly around the on-ramp at Fourth and Harrison Streets.<sup>7</sup>

The 1986 FEIR estimated vehicle trip generation for the original project based on travel demand assumptions derived from the 1984 Downtown Plan EIR. The City's current and accepted methodology for assessing traffic impacts uses assumptions based on survey data compiled in 1993 for the Citywide Travel Behavior Survey. Utilizing these assumptions and methodology, the current project would generate about 750 daily vehicle trips, of which about 62 vehicle trips (60 outbound and 2 inbound) would occur in the p.m. peak hour (both figures are net new and discount for existing land uses on the site), when analyzed using current assumptions. (This compares to about 80 outbound vehicle trips during the p.m. peak hour described in the 1986 FEIR analysis; the 1986 EIR did not report inbound trips.) Travel demand calculations are on-file at the San Francisco Planning Department.

The estimated 62 vehicle trips would not meaningfully affect local intersections in the p.m. peak hour, as these trips would be dispersed among various nearby intersections, depending on the location at which drivers were to find parking. (As noted in Table 1, the project would provide 39 parking spaces, which would be valet short-term spaces.) Of the three intersections analyzed in the 1986 FEIR, one (First and Harrison Streets at the Bay Bridge/I-80 Eastbound On-Ramp) was at level of service (LOS) F (poor operations; intersection over capacity and/or vehicles experience long delays) under then-existing conditions, and this finding remains accurate for this intersection.<sup>8</sup> Another intersection studied, First and Mission Streets, has degraded to LOS E from LOS D in 1986, as traffic congestion on First Street has increased with more Bay Bridge-bound traffic using First Street since the Embarcadero Freeway and connecting ramps were demolished.

The third intersection studied, Beale and Mission Streets, has improved from LOS E to LOS B, as a result of demolition of the Beale Street On-ramp to I-80. The 1986 FEIR found that project traffic would result in only an incremental change in operations (no change in LOS) at these three intersections, which would not be considered a significant effect. The reduced number of added vehicle trips that would be generated by the current proposed project also would result in only an incremental change in operations (no change in LOS) at these three intersections, which would not be considered a significant effect. Therefore, despite the increased congestion in the project vicinity, the conclusion of the 1986 FEIR remains valid.

<sup>7</sup> Mission Bay Final Supplemental EIR (Case No. 96.771E), p. V.E.7.

<sup>8</sup> Current traffic operating conditions in the project area presented in this SEIR were analyzed as part of the Transbay Redevelopment Area Transportation Study, April 1998.

Traffic generated by interim cumulative development (conditions that are anticipated to exist in the project vicinity if all of the nearby projects that are currently under review or already approved but not yet built are completed [by an assumed 2005]) would increase p.m. peak-hour volumes in the Transbay Study Area by about 13 percent over existing conditions in the westbound (outbound from downtown) direction on Harrison, Howard, and Mission Streets.<sup>9</sup> Southbound volumes on streets east of Second Street would increase by about 9 percent (on First, Beale, and Spear Streets), and by nearly 15 percent on Second Street and streets west of Second (on New Montgomery Streets, as well as on Fourth and Sixth Streets, outside the Study Area). The increased traffic volumes would cause conditions at the Mission/First intersection to deteriorate to LOS F, largely a function of vehicles destined for the Bay Bridge and other freeway on-ramps. Conditions at the First/Harrison intersection would continue to operate at LOS F, and the Mission/Beale intersection would remain acceptable (LOS D or better). Cumulative increases in congestion would occur whether or not the current project is implemented, and project traffic impacts would not be considered “considerable” or significant in this context.

Based on traffic analysis for the Transbay Study Area,<sup>10</sup> which assumed a development comparable to the project on the 535 Mission block, cumulative conditions at the First Street/Harrison Street/I-80 On-ramp intersection will remain unacceptable (LOS F) in the future, as stated in the 1986 FEIR, while conditions at First and Mission Streets will likely remain unacceptable (LOS E or F) and operations at Beale and Mission Streets will remain acceptable (LOS B). The Transbay Area traffic analysis shows that, with anticipated development in the area south of Market Street between San Francisco Bay and the Yerba Buena Center area, long-term traffic congestion is likely to increase such that intersections on Second Street (at Folsom), Third Street (at Folsom, Harrison, Bryant, King, and possibly Howard), and Fourth Street (at Howard and King) will operate at unacceptable levels of service by 2015.

Projected cumulative traffic conditions are expected to occur whether or not the current proposed project is implemented, and based on forecasts prepared by the Planning Department, the 535 Mission Street building would represent between about 2 percent and 7 percent of anticipated office development in the Transbay Area between now and 2015, and a substantially smaller percentage of total development in the area, depending on the development scenario that were to unfold over the next 15 years. The project contribution to cumulative operating conditions at any given intersection would be virtually unnoticeable in the context of traffic from cumulative sources, and would not be considered “considerable” or significant. The conclusion of the 1986 FEIR, that the project would contribute incrementally to cumulative traffic increases, remains valid.

Regarding transit, the current project would generate approximately 165 transit trips. Because the project site has good transit access (less than one-half block from the Transbay Terminal, one block from BART Montgomery Station, plus access to more than 15 MUNI lines and MUNI Metro within one block and access to Golden Gate Transit and SamTrans within a block), these transit trips, distributed over numerous lines and carriers, would not be expected to measurably affect transit operating conditions. The conclusion of the 1986 FEIR, that the project would not have a noticeable effect on transit levels of service, remains valid.

<sup>9</sup> Discussion of interim cumulative traffic conditions is based on a memorandum from Korve Engineering to the San Francisco Planning Department, dated June 15, 1999.

<sup>10</sup> Korve Engineering, *Transbay Redevelopment Area Transportation Study*, April 1998.

By 2015, absent service expansion, both AC Transit and East Bay BART service would operate at well over 100 percent of capacity. Assuming BART implements planned improvements, that system would have adequate capacity. In June 1999, the AC Transit Board of Directors approved Phase II of AC's Transbay Comprehensive Service Plan (CSP) calling for improving Transbay service by extending the hours of operation on several lines, increasing frequencies, adding new Transbay lines, and adjusting existing Transbay lines to make service in the East Bay less circuitous. Phase II is expected to be implemented in September, 1999. Because the precise levels of planned service increases are not currently known, the analysis in this SEIR conservatively assumes that AC Transit would have to further increase transbay service capacity by 2015 if it is to accommodate increased ridership. Because of the relatively limited effect of the project in the context of long-range cumulative growth, the conditions in the 2015 cumulative scenario would occur with or without the project. Therefore, the project would not have a significant impact on transit services and capacity.

The project would create a long-term parking demand for about 110 parking spaces and short-term parking demand for 10 equivalent daily spaces, for a total parking demand of about 120 daily spaces, compared to a total parking demand of about 190 daily spaces estimated in the 1986 FEIR. Because the project would provide about 39 parking spaces, with valet operations, parking demand would not be met by the on-site supply. While there are numerous parking garages and surface lots within three blocks of the site (including the garage adjacent to the site on the east and the Transbay Terminal immediately south), some nearby surface lots have been developed in recent years, and others are on sites proposed for development, or will be unavailable during Caltrans' retrofit of the west approach to the Bay Bridge. As a result, a new unmet parking demand generated by the project (for about 80 spaces), would have to be met outside the project area, or drivers would have to compete for a limited supply of off-street parking. It is likely that some drivers, faced with expensive and limited off-street parking opportunities, would be forced to walk long distances and may consider utilizing transit in some circumstances.

In the context of San Francisco's "Transit First" policy, parking shortfalls are not considered to be a significant environmental effect. This is because San Francisco enjoys the highest level of transit accessibility of any jurisdiction in the state, and alternatives to the use of single-occupancy automobiles, particularly in the downtown area, are extensive. Also, past experience indicates that parking deficits are generally short term inconveniences, and that drivers learn to park farther from their destination, switch their mode of travel, or adjust their travel patterns to arrive at times of the day when more parking is available. In light of this experience and long-standing policies of the Downtown Plan, an element of the San Francisco General Plan, off-street parking is not required for commercial uses in the C-3 District.

By 2015, there could be a commercial parking shortfall of about 4,750 spaces in the Transbay Study Area, bounded by Market, Spear, Bryant, and Third Streets, and the project's unmet demand (80 spaces) would contribute to that cumulative shortfall. As stated previously, an unmet parking demand would not itself be considered a significant effect in the context of General Plan policies that emphasize public transit use and discourage automobile use. This cumulative parking deficit would result in drivers parking farther away from their destination or circulating around the area in search of a parking facility with available space, would cause an increase in illegal on-street parking, or would cause drivers to change travel modes. The long-term effect of the cumulative parking deficit could be to discourage auto use and encourage use of local transit; it could also encourage construction of additional parking

facilities or measures to increase the supply within existing and proposed facilities (e.g., through valet parking).

The project would not have a noticeable effect on pedestrian flow conditions on sidewalks and crosswalks in proximity to the project site. The project's effect would be similar to that described in the 1986 FEIR (i.e., conditions would be no worse than "impeded"), indicating that pedestrians generally have freedom to select the speed and direction of movement, with an absence of physical conflicts, but requiring indirect interaction with other pedestrians. As described in the Transbay Redevelopment Area Transportation Study, pedestrian flow conditions at crosswalks in the project area in 2015 generally would be such that there would be sufficient space for pedestrians to select normal walking speeds and to bypass other pedestrians in primarily unidirectional flow streams; where reverse-direction or crossing movements exist, minor conflicts occur, and speeds are somewhat slower.

The project's proposed two truck loading docks accessible from Minna Street, plus two service vehicle loading spaces in the basement would meet the Planning Code requirement for three loading spaces. The provision of loading spaces would meet the project's average demand for two off-street freight loading spaces; peak demand of three spaces would not be met unless deliveries/service calls were made by both trucks and van/UPS-type vehicles. If loading demand by full-size trucks were to exceed two spaces, then on-street double parking would occur on Mission or Minna Street. The conclusion of the 1986 FEIR, which was exactly the same as described above, remains valid.

Concerning construction-related impacts, the project would be built with a duration and level of construction truck and worker activity similar to that described in the 1986 FEIR. That is, there would be between 15 and 25 truck movements per day during the demolition and excavation phases (about five months in duration) and about 5 truck movements per day during the remaining year-and-a-half construction phase. Primary construction truck access to the site would be from Mission Street, with secondary access from Minna Street. During the construction period, the sidewalks fronting the project site on Mission, Shaw and Minna Streets would most likely be closed, and the curb lane on Mission Street would need to be closed, displacing on-street parking and loading spaces, to provide a pedestrian detour. Material storage would occur off-site, which would generate construction vehicle trips to the site. Parking of construction workers' vehicles would temporarily increase occupancy levels in off-street parking facilities, either by those vehicles or by vehicles currently parking in on-street spaces that would be displaced by construction workers' vehicles. Temporary and intermittent traffic and transit impacts would occur during the construction period because of slower movements and larger turning radii of construction vehicles compared to passenger vehicles. The effects of construction traffic on surrounding traffic and transit would be mitigated by measures proposed as part of the project.

## D. AIR QUALITY

### SETTING

The 1986 FEIR described the air quality setting with reference to state and national ambient air quality standards, “attainment” and “non-attainment” designations for those standards, local concentration monitoring data, principal emissions sources, and a regional air quality plan intended to address “non-attainment” pollutants. An updated discussion of each of these issues is provided below.

U.S. Environmental Protection Agency (EPA) and the State Air Resources Board (ARB) have established ambient air quality standards to protect public health and welfare. EPA standards are referred to as national ambient air quality standards (national standards) and ARB standards are referred to as state standards. EPA and ARB periodically review and revise these standards in light of new research results. Since 1986, some standards have been revised, and new standards have been established. In 1997, the U.S. Environmental Protection Agency (EPA) began the process of replacing the national one-hour-average ozone standard with an eight-hour-average standard. Current standards are shown in Table 2, below.

The 1986 FEIR noted that, based on monitoring data, the Bay Area had been designated as a “non-attainment” area by EPA for the national standards for ozone and carbon monoxide. Since then, and in recognition of improving conditions with respect to carbon monoxide, EPA re-designated the Bay Area as an “attainment” area for the national carbon monoxide standard. The Bay Area, however, remains a “non-attainment” area for the national one-hour ozone standard. (Area designations for the new national ozone standard will not be determined until 2000 or later.) In addition, the FEIR noted occasional monitored violations of the state particulate matter standard (then defined in terms of “total suspended particulate” or TSP). Since then, the Bay Area has been designated by ARB as a “non-attainment” area for the state standard for particulate matter (now defined in terms of PM-10). ARB has also designated the Bay Area as a “non-attainment” area for the state ozone standard.

The 1986 FEIR discussed local air quality conditions using data from a series of “hot spot” locations as well as from the main San Francisco monitoring station (then on 23<sup>rd</sup> Street). The monitoring data presented in the 1986 FEIR indicated that violations of state and national carbon monoxide standards, as well as state standards for ozone and particulate matter, occurred on occasion in San Francisco. Since then, the remaining “hot spot” monitoring location lies along Ellis Street within the Van Ness Avenue corridor, and the main San Francisco monitoring station has been relocated to Arkansas Street.

Table 3 provides a summary of recent air pollutant monitoring data collected at the Arkansas Street station. While violations of carbon monoxide and ozone standards have not been measured over the past several years in San Francisco, PM-10 concentrations continue to violate state standards. Over the past four years, approximately 5 percent of the 24-hour PM-10 samples have violated the 24-hour state standard.

The 1986 FEIR noted that San Francisco’s air quality problems, primarily carbon monoxide and particulate matter, were due largely to pollutant emissions from within the City and also noted that

**TABLE 2**  
**STATE AND NATIONAL AMBIENT AIR QUALITY STANDARDS**

Pollutant	Averaging Time	National <sup>b,c</sup>	State of California <sup>a,c</sup>
Ozone <sup>d</sup>	1 hour	0.12 ppm (235 µg/m <sup>3</sup> )	0.09 ppm (180 µg/m <sup>3</sup> )
	8 hour	0.08 ppm (160 µg/m <sup>3</sup> )	NA
Carbon Monoxide	1 hour	35 ppm (40,000 µg/m <sup>3</sup> )	20 ppm (23,000 µg/m <sup>3</sup> )
	8 hour	9 ppm (10,000 µg/m <sup>3</sup> )	9.0 ppm (10,000 µg/m <sup>3</sup> )
Nitrogen Dioxide	1 hour	NA	0.25 ppm (470 µg/m <sup>3</sup> )
	Annual	0.053 ppm (100 µg/m <sup>3</sup> )	NA
Sulfur Dioxide	1 hour	NA	0.25 ppm (655 µg/m <sup>3</sup> )
	3 hour	0.5 ppm (1,300 µg/m <sup>3</sup> )	NA
	24 hour	0.14 ppm (365 µg/m <sup>3</sup> )	0.04 ppm (105 µg/m <sup>3</sup> )
	Annual	0.03 ppm (80 µg/m <sup>3</sup> )	NA
Particulate Matter (PM-10)	24 hour	150 µg/m <sup>3</sup>	50 µg/m <sup>3</sup>
	Annual	50 µg/m <sup>3</sup>	30 µg/m <sup>3</sup>
Sulfates	24 hour	NA	25 µg/m <sup>3</sup>
Lead	30 day	NA	1.5 µg/m <sup>3</sup>
	Calendar Quarter	1.5 µg/m <sup>3</sup>	NA
Hydrogen Sulfide	1 hour	NA	0.03 ppm (42 µg/m <sup>3</sup> )
Vinyl Chloride	24 hour	NA	0.010 ppm (26 µg/m <sup>3</sup> )

a California standards for ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, particulate matter (PM-10) are values that are not to be exceeded. All other California standards shown are values not to be equaled or exceeded.

b National standards, other than for ozone and particulate matter and those based on annual averages, are not to be exceeded more than once per year. For the one-hour ozone standard, the ozone standard is attained when the expected number of days per calendar year with maximum hourly average concentrations above the standard is equal to or less than one. The eight-hour ozone standard is met at a monitoring site when the three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration is less than or equal to 0.08 ppm.

c ppm = parts per million by volume; µg/m<sup>3</sup> = micrograms per cubic meter.

d New standards effective September 16, 1997 (40 CFR 50.7 and 40 CFR 50.10).

NA: Not Applicable.

SOURCE: California Environmental Protection Agency, Air Resources Board, *Maps and Tables of the Area Designations for the State and National Ambient Air Quality Standards and Expected Peak Day Concentrations and Designation Values*, January 1998.

**TABLE 3**  
**SAN FRANCISCO CRITERIA AIR POLLUTANT CONCENTRATIONS, 1994-1998**

Pollutant	State Standard <sup>c</sup>	Monitoring Data by Year <sup>a</sup>				
		1994	1995	1996	1997	1998
<u>Ozone:</u>						
Highest 1-hour average, ppm <sup>b</sup>	0.09	0.06	0.09	0.07	0.07	0.05
Number of exceedences <sup>d</sup>		0	0	0	0	0
<u>Carbon Monoxide:</u>						
Highest 1-hour average, ppm	20	6	5	5	5	ND
Number of exceedences		0	0	0	0	
Highest 8-hour average, ppm	9.0	4.5	4.4	3.9	3.5	ND
Number of exceedences		0	0	0	0	
<u>Nitrogen Dioxide:</u>						
Highest 1-hour average, ppm	0.25	0.09	0.09	0.08	0.07	ND
Number of exceedences		0	0	0	0	
<u>Sulfur Dioxide:</u>						
Highest 1-hour average, ppm	0.25	0.02	0.04	0.04	0.03	ND
Number of exceedences		0	0	0	0	
<u>Particulate Matter (PM-10):</u>						
Highest 24-hour average, $\mu\text{g}/\text{m}^3$ <sup>b</sup>	50	93	50	71	81	ND
Exceedences/Samples <sup>e</sup>		6/61	0/61	2/61	3/61	
Annual Geometric Mean, $\mu\text{g}/\text{m}^3$	30	24.7	22.1	21.4	22.5	
<u>Lead (Pb):</u>						
Highest monthly average, $\mu\text{g}/\text{m}^3$ <sup>b</sup>	1.5	0.03	0.02	0.01	0.01	ND
Number of Exceedences <sup>e</sup>		0	0	0	0	

a Data for all pollutants are from the Arkansas Street air quality monitoring station in San Francisco , which is located approximately 1.6 miles south of the project site.

b ppm = parts per million;  $\mu\text{g}/\text{m}^3$  = micrograms per cubic meter.

c State standard, not to be exceeded.

d Except for ozone, "number of exceedences" refers to the number of measured violations in a given year of the applicable standard. For ozone, "number of exceedences" refers to the number of days in a given year during which at least one hour exceeded the standard.

e PM-10 and Pb is usually measured every sixth day (rather than continuously like the other pollutants). For PM-10, "exceedences/samples" indicates the number of exceedences of the state standard that occurred in a given year and the total number of samples that were taken that year.

NOTE: ND = No data available. Values shown in bold type exceed the applicable standard.

SOURCE: California Environmental Protection Agency, Air Resources Board, *California Air Quality Data*, 1994, 1995, 1996, 1997; [www.arb.ca.gov](http://www.arb.ca.gov).

San Francisco emissions contributed to regional air quality problems, primarily ozone. The same is true today, although the relative contributions from the major source categories (e.g., traffic, power plants, etc.) to local and regional air quality problems have changed somewhat. More recent inventories indicate that, within San Francisco County, transportation-related emissions sources account for approximately 60 percent of the County's carbon monoxide emissions and 80 percent of the County's PM-10 emissions (Bay Area Air Quality Management District, 1996). With respect to regional issues, on-road motor vehicles account for approximately 40 percent of the region's reactive organic gases (ROG) emissions and 50 percent of the region's nitrogen oxides ( $\text{NO}_x$ ) emissions (Bay Area Air Quality Management District, 1997). ROG and  $\text{NO}_x$  are precursors to ozone and PM-10. PM-10 concentrations reflect both direct sources of that pollutant plus secondary sources (i.e., those that generate ROG,  $\text{NO}_x$ , or sulfur oxides). Regionally, there is a downward trend in carbon monoxide and ozone precursors but an upward trend in direct PM-10 emissions (Bay Area Air Quality Management District, 1996).

The 1986 FEIR indicates that three regional planning agencies, the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), and the Metropolitan Transportation Commission, prepared an air quality plan, the *1982 Bay Area Air Quality Plan*, to address the region's "non-attainment" designation for national ozone and carbon monoxide standards. Since then, these agencies have developed a "maintenance" plan to address the Bay Area's re-designation to "attainment" for the national carbon monoxide standard, and are currently preparing a revised attainment plan to address the Bay Area's re-designation back to "non-attainment" for the national ozone standard.

In addition, in 1988, a parallel air quality planning process was established under the State California Clean Air Act whereby areas designated as "non-attainment" for the state standards (not including PM-10) were required to develop air quality plans to achieve those standards. Pursuant to the California Clean Air Act, the BAAQMD prepared a regional air quality to address the "non-attainment" status of the Bay Area with respect to the state standards for ozone and carbon monoxide. The Clean Air Plan is updated on a triennial basis and has been updated twice since the original plan was adopted in 1991. Since the original 1991 Clean Air Plan was adopted, the Bay Area has been re-designated as "attainment" for the state ambient carbon monoxide standard, and as a result, Clean Air Plan updates focus on the achieving the state ozone standard. The current plan is the '97 *Clean Air Plan* (Bay Area Air Quality Management District, 1997). Like its two predecessors, the '97 *Clean Air Plan* calls for local planning agencies to take a more active role in improving regional air quality by encouraging in-fill development and higher density development near transit hubs.

## IMPACTS

The air quality impact analysis of the 1986 FEIR revised the corresponding analysis and conclusions of the Downtown Plan EIR to reflect the implementation of the (motor vehicle) Inspection and Maintenance (I/M) program that went into effect after the Downtown Plan EIR was prepared. Using revised emissions factors reflecting the I/M program, the 1986 FEIR concluded that cumulative development, including the project, would not have a significant effect on local carbon monoxide concentrations and that potential violations of carbon monoxide standards would be eliminated prior to 2000. With respect to emissions impacts, the 1986 FEIR concluded that the project would contribute approximately one percent to total

emissions generated under the Downtown Plan, and that emissions of particulate matter from construction and vehicle trips generated by the project and cumulative development would increase particulate matter concentrations, which could increase the frequency of particulate matter standard violations in San Francisco, with concomitant health effects and reduced visibility. The 1986 FEIR identified mitigation measures to reduce the project's incremental contribution to this cumulative effect but concluded that the residual cumulative impact would be significant and unavoidable. Lastly, the 1986 FEIR reaffirmed the conclusion of the Downtown Plan EIR that cumulative development, including the project, would not conflict with the objectives of the 1982 *Bay Area Air Quality Plan*.

The current project differs little from the project that was analyzed in the 1986 FEIR; therefore, the following impact discussion focuses on changes in circumstances from which different conclusions regarding project and cumulative air quality effects could arise.

Since publication of the FEIR, State and federal agencies have mandated a reformulation of gasoline such that the fuel burns more cleanly than before (i.e., produces less carbon monoxide). Thus, while traffic volumes on certain streets in the project vicinity may be higher than was predicted in the 1986 FEIR, carbon monoxide concentrations are expected to decrease over time. Thus, the conclusion that the cumulative impact of Downtown development on local carbon monoxide concentrations would be less than significant remains the same despite increased traffic volumes on some streets (and decreases on others). This conclusion is supported by the fact that even the highest measured carbon monoxide concentrations in the heavily-traveled Van Ness corridor have not approached the standard over the past five years. In addition, BAAQMD emissions inventories predict a 20 percent decrease in carbon monoxide emissions within San Francisco County between 2000 and 2010 (Bay Area Air Quality Management District, 1996).

The BAAQMD has published *BAAQMD CEQA Guidelines* (Bay Area Air Quality Management District, 1996) that contain recommendations for lead agencies in evaluating the air quality impacts of projects under CEQA. *BAAQMD CEQA Guidelines* recommend that a project-specific emissions threshold of 80 pounds per day be used to identify significant (operational-phase) emissions of reactive organic gases (ROG), nitrogen oxides (NO<sub>x</sub>), or PM-10. Table 4 presents operational-phase emissions estimates for the project and compares them with the corresponding estimates included in the 1986 FEIR and with the BAAQMD-recommended significance thresholds. Emissions estimated for the project are somewhat higher than those presented for the project in the 1986 FEIR due to changes in calculation methods and emissions factors.

Nonetheless, as shown in Table 4, project emissions would not exceed the BAAQMD-recommended significance threshold of 80 pounds per day for ROG, NO<sub>x</sub>, or PM-10. Thus, the project-specific impact on emissions would be less than significant. Although the project would result in CO emissions well below the BAAQMD analysis threshold of 550 lbs/day, microscale modeling of CO was conducted because two of the three project study intersections (First/Mission and First/Harrison) would operate at LOS E or F. The modeling revealed that at both intersections the project would result in CO emission levels below the state and federal one-hour and eight-hour local concentration standards under existing

**TABLE 4**  
**PROJECTED DAILY TRANSPORTATION-RELATED POLLUTANT EMISSIONS**

Pollutant	Emissions (pounds per day) <sup>a</sup>		BAAQMD Criterion (pounds per day)
	1986 FEIR	1998 project	
Reactive Organic Gases	10	19	80
Nitrogen Oxides	12	21	80
Sulfur Dioxide	2	1	n/a
Particulate Matter (PM-10)	22	17	80

<sup>a</sup> Project emissions are based on BAAQMD methodology shown in its *Guidelines* document (April 1996), an average vehicle trip generation rate of 826 per day, an average trip length of 11.4 miles (approximately 9,450 vehicle-miles traveled), and an average vehicle speed of 20 miles per hour. Year 2000 emissions factors were used. PM-10 emissions include entrained road dust (0.69 gram/mile) in addition to tire wear and exhaust emissions. Emissions estimates from the 1986 FEIR were based on approximately 10,560 vehicle-miles traveled (FEIR Table 9, p. 115).

n/a = not applicable

SOURCE: Environmental Science Associates, 1998.

plus project, interim cumulative (2005), and long-range cumulative (2015) conditions.<sup>11</sup> These conclusions are in contrast to the 1986 FEIR analysis, which found exceedances of the 8-hour standards at two intersections (First/Mission and Beale/Mission) and no exceedances under long-range cumulative conditions (2000). The *BAAQMD CEQA Guidelines* suggest a different approach for evaluating the cumulative impacts of projects than was used for the 1986 FEIR. To assess the significance of the cumulative effect of projects that, in themselves, would contribute less than 80 pounds per day of ROG, NO<sub>x</sub>, or PM-10, the BAAQMD recommends that the analysis determine whether the applicable general plan is consistent with the regional air quality plan (i.e., the '97 *Clean Air Plan*) and, if so, whether the project is consistent with that general plan.

To be consistent with the '97 *Clean Air Plan*, a general plan should: 1) be based on population projections that are consistent with those used for the '97 *Clean Air Plan*; 2) accommodate a rate of increase in vehicle miles traveled (VMT) that is less than or equal to the rate of increase in population; and 3) implement the applicable transportation control measures (TCMs) identified for local governments in the '97 *Clean Air Plan*. Each of these points is discussed below.

- The *San Francisco General Plan* does not include population growth projections that can be compared directly with population projections made by the ABAG and used by the BAAQMD in

<sup>11</sup> At both of the intersections analyzed (First/Mission and First/Harrison), one-hour concentrations would not exceed 11.3 ppm and eight-hour concentrations would not exceed 7.7 ppm.

developing the '97 *Clean Air Plan*. However, the Residence Element of the *San Francisco General Plan* recognizes the need to develop new housing to address the City's current and projected future jobs/housing imbalance. Related housing policies will lead to an increase in population in the City, which will help align population in San Francisco with ABAG's forecasts.

- To determine the rate of increase in vehicle-miles-traveled (VMT), growth factors that are shown in the BAAQMD's '97 *Clean Air Plan* for San Francisco County were applied to VMT estimates by vehicle type (e.g., passenger auto-catalyst, non-catalyst, etc.) in San Francisco County for year 1990. (The vehicle-type-specific VMT estimates are based on the latest information on vehicular activity in San Francisco County from the ARB.) Based on this method, which applies BAAQMD county-specific growth factors to ARB county-specific motor vehicle activity data, the percentage increase in VMT from 1990 to 2003 in San Francisco County will be approximately seven percent. The percentage increase in population in San Francisco County during that same period will be approximately eight percent based on ABAG population forecasts used in the '97 *Clean Air Plan* (Association of Bay Area Governments, 1995). Therefore, the rate of increase in VMT will be less than the rate of increase in population.
- The TCMs that are to be implemented under the '97 *Clean Air Plan* by local governments include assistance to regional and local ridesharing organizations, improvement of bicycle access and facilities, improvement in arterial traffic management, expansion of transit use incentives, and incorporation of air quality policies in the general plan. The City and County of San Francisco implements all of the above TCMs in one form or another and implements others as well. For example, the *San Francisco General Plan* articulates a "Transit First" policy objective directed towards establishing public transit as the primary mode of transportation within the City. The City also operates a Bicycle Program and has adopted a Bicycle Plan that provides the framework for providing the facilities to make bicycle use a more attractive alternative mode of transportation in the City.

The project itself would not require a general plan amendment and, the San Francisco General Plan is, as described above, consistent with the '97 *Clean Air Plan*. Therefore, using the BAAQMD approach, the cumulative air quality impacts would add would not be significant.

## REFERENCES

- Association of Bay Area Governments, *Projections 96*, December 1995.
- Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines*, April 1996.
- Bay Area Air Quality Management District, '97 *Clean Air Plan*, December 1997.
- City and County of San Francisco, Department of City Planning, *535 Mission Street, Final Environmental Impact Report*, November 1986.

## E. SHADOW

### SETTING

Shadow cast on streets and sidewalks near the project site is similar to that described in the Shadow and Wind section of the 1986 FEIR. Two primary changes have occurred since that document was prepared: the demolition of one of the buildings on the project site and construction of nearby buildings. In addition, there are proposals for several other buildings in the area, some of which have been approved by the Planning Commission, that, if constructed, would contribute to the shadow cast in the project vicinity.

In general, open space in the project vicinity is typically in the form of publicly accessible, privately owned open space, including the plazas at the base of high-rise office towers at 525 and 555-575 Market Street; the Fremont Center Plaza (between First and Fremont and Market and Mission Streets); the 100 First Street rooftop “sun terrace” above the parking garage adjacent to the project site to the east; and a plaza behind 71 Stevenson Street, to the northwest of the project site. There is also an area of open space at the entrance to Golden Gate University, directly across Mission Street from the project site. There are no public parks or open spaces in the immediate project vicinity. The nearest public open spaces are Union Square, at Stockton and Geary Streets; St. Mary’s Square, at Pine Street and Grant Avenue; Justin Herman Plaza, at Market Street and The Embarcadero; and Yerba Buena Gardens, a San Francisco Redevelopment Agency property, at Third and Mission Streets.

### IMPACTS

Section 295 of the City Planning Code restricts new shadow on public open spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet unless the City Planning Commission finds the impacts to be insignificant. In San Francisco, a project would generally be considered to have no significant shadow impact if it was in conformance with Section 295 of the City Planning Code (often referred to as the Sunlight Ordinance or “Prop K”).

A discussion of shadow effects of the originally proposed project was presented on pp. 83-92 of the 1986 FEIR. As stated on p. 89, the project would not add any shadow to open spaces under Recreation and Park Department jurisdiction during any of the Prop K hours, which are between one hour after sunrise and one hour before sunset. New shadow testing performed for the current building design verifies that this analysis remains valid, and that the project would not result in significant shadow impacts. Some increased effects would occur, however, and these non-significant effects are described below.

As noted in the 1986 FEIR, the original project would add new shadow on nearby streets, sidewalks, and buildings, as well as on publicly accessible, private open spaces (not subject to Section 295) in the project vicinity. The nearest and largest of these spaces is the 100 First Street sun terrace, which is located above a two-story parking garage on Mission Street, immediately adjacent to the project site on the east. Because of its location relative to the sun terrace, the original project would add new shadow to the sun terrace at various times throughout the year, and especially in the afternoon. This is depicted on pp. 84-87 and 194-201 of the FEIR. These diagrams show that by 2:00 p.m. year-round, the original

project would cast shadow on most of the sun terrace. (The sun terrace is currently partially shaded by the existing three-story 531 Mission Street building on the project site, but is mostly in sunlight during the noon hour [12-1 p.m.] except in late fall and early winter.)

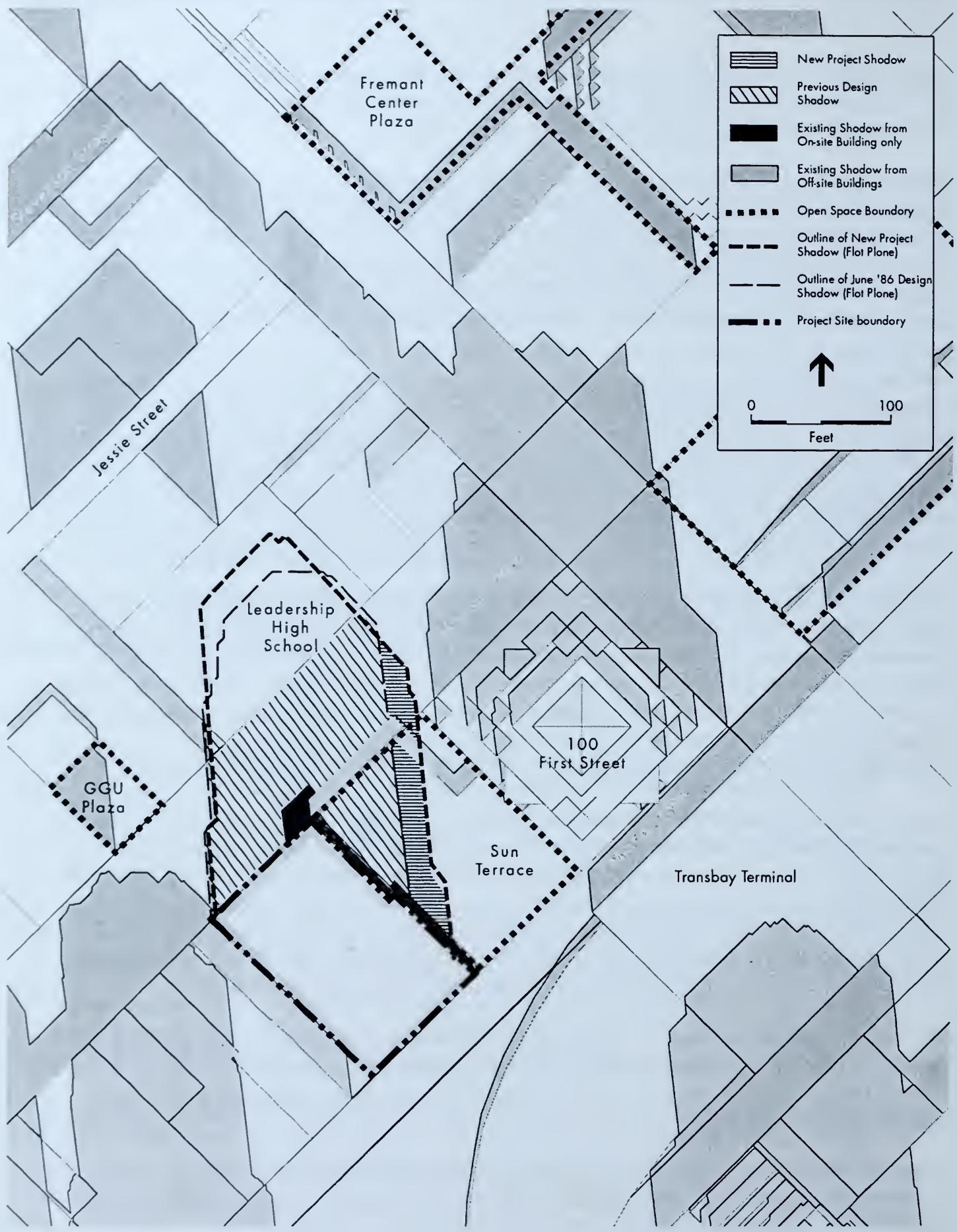
Shadow from the project as currently proposed would be more extensive on the sun terrace than that depicted in the FEIR, since the current project design does not propose the original project's diagonal cut at the building's southeastern corner (see Figures 15 and 16). Therefore, for example, at 12:00 noon on December 21 (see FEIR Figure 23, p. 84), current project shadow would cover all but the southeastern corner of the sun terrace, although the net increase would not be nearly as great since portions of the sun terrace are already in shadow at this time as a result of the existing building on the project site. At noon on December 21, for example, about two-thirds of the sun terrace would be in shade compared to about one-quarter under existing conditions. On March 21 at noon (see FEIR Figure 24, p.85), when the sun terrace is mostly in sunlight, project shadow would cover about half of the sun terrace, leaving the southeastern half in sunlight. A similar pattern would prevail in September, except that shadow patterns would occur one hour later due to daylight savings time, and the sun terrace would therefore be mostly in sunlight at noon, and about three-fourths shaded by 2:00 p.m. During these March and September hours, the existing shadow on the sun terrace would be less than at noon on December 21. On the summer solstice, June 21, at noon, the sun terrace would remain mostly in sunlight through the noon hour.

In addition to shadow from the proposed 535 Mission Street project, the 100 First Street sun terrace would be partially shaded in the mid- to late morning hours in the fall months by 524 Howard Street (another office project proposed southeast of the sun terrace), and during the winter months by the Century (a residential project under construction to the southwest of the project site). Shadow from the two projects would not overlap, and so would cumulatively increase the duration of shading of the sun terrace. The 524 Howard Street project would shade about 1,500 sq. ft. (at September 21, 11 a.m.) of the sun terrace and The Century would shade about 3,500 sq. ft. (at June 21, 11 a.m.) of the terrace.

As described in the 1986 FEIR, other publicly accessible private open spaces (not subject to Section 295) that would be shaded by the proposed project include the Golden Gate University entry plaza and sixth-floor seating area, immediately across Mission Street, and, for brief periods, the plaza adjacent to 525 Market Street. Like the original project, the current project would not add new shadow to the Fremont Center Plaza on First Street between Market and Mission Streets. Also newly shaded by the project would be Leadership High School, across Mission Street from the sun terrace. (This school was built in 1998 and is a series of portable building on what was an undeveloped parcel in 1986.)

The project's proposed open space on Shaw Alley would be mostly shaded by existing buildings and by the project, although it would receive sunlight during the summer in early afternoon hours and during fall morning hours. The project would only result in a net increase of shade on Shaw Alley during the summer late morning hours.

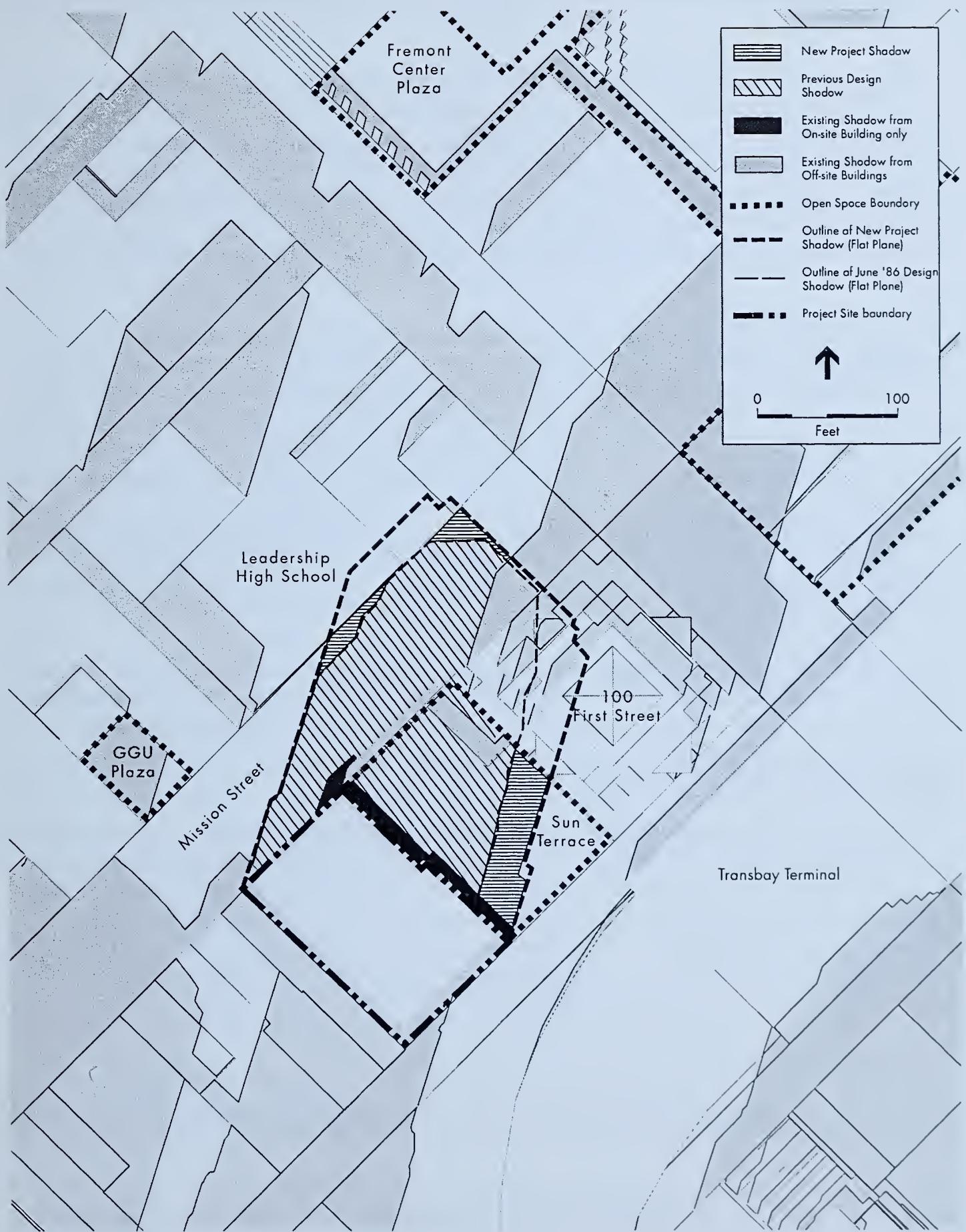
In general, with the exception of the additional shadow on the 100 First Street sun terrace, shadow effects would be as described in the 1986 FEIR. Also, the conclusion of that EIR, that no significant shadow impact would occur, remains valid.



SOURCE: Environmental Science Associates

535 Mission Street / 980392 ■

**Figure 15**  
March 21, 12 noon  
Comparative Shadow Diagram



SOURCE: Environmental Science Associates

535 Mission Street / 980.392 ■

**Figure 16**  
March 21, 1 pm  
Comparative Shadow Diagram

## F. WIND

To update information analysis contained in the 1986 FEIR, wind-tunnel tests were conducted for each of three test scenarios: existing setting, setting plus the proposed project, and cumulative conditions plus the proposed project. Thirty-six test locations were studied for each of these scenarios for the four prevailing wind directions: northwest, west-northwest, west, and southwest.<sup>12</sup> These winds are the most common in San Francisco, and are therefore the most representative for evaluation of the proposed project.

In general, the test locations focused on sidewalks of Mission and Minna Streets, and nearby open spaces. Four test points were placed on the 100 First Street sun terrace, adjacent to the project site, and one at the entrance to Golden Gate University. One location was placed on Shaw Alley, at Minna Street. Just downwind from the site, two test locations were placed in the open parking area between Minna and Natoma Streets and one location placed on Natoma Street, east of the Transbay Terminal access ramp. Along Mission Street were nineteen locations, with nine on the north side of Mission and ten on the south side. Nine points were located on Minna Street, between First and Second Streets. (Note that these groupings, as well as others used in the discussions of existing conditions and project conditions, may include some individual locations in more than one group for discussion purposes.) To the extent possible, all measurements were taken at the same series of surface points around the project site for all test configurations and wind directions.

For the purpose of identifying the applicable wind comfort criterion, five of the 36 existing test locations represent existing outdoor seating locations. All other test locations are considered to be pedestrian, rather than sitting, areas. Although portions of the project open space are proposed to be used for an outdoor cafe, the seating would not be permanent seating and is not regarded as falling under the Planning Code's seating-comfort criterion.

The wind-tunnel testing results are not directly comparable to those reported in the 1986 FEIR because there has been a revision to the methodology by which the raw data from the wind tunnel are analyzed to compute ground-level wind speeds. This change to the City's standard methodology was made to more accurately reflect the contribution of west-southwest winds to overall wind speeds and has generally resulted in an increase in the reported wind speeds since the 1986 FEIR was published. For a more detailed explanation of the standards and protocol that were used for the wind tunnel tests, see Appendix B.

## SETTING

*Reader: The following site specific information supplements the general city-wide wind setting described in the 1986 FEIR.*

City Planning Code Section 148, Reduction of Ground-Level Wind Currents in C-3 (Downtown Commercial) Districts, requires buildings to be shaped so as not to cause ground-level wind currents to

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<sup>12</sup> The 1986 FEIR analysis was based on wind tunnel measurements made at 24 locations, some of which may be the same locations measured in the wind tunnel analysis conducted for the proposed project and discussed herein.

exceed, more than 10 percent of the time, 11 mph in substantial pedestrian use areas, and 7 mph in public seating areas. Similarly, the Code requires that buildings not cause equivalent wind speeds to reach or exceed the hazard level of 26 mph as averaged for a single full hour of the year, or 0.011416% of the time. The comfort criteria are based on wind speeds that are measured for one minute and averaged. In contrast, the hazard criterion is based on winds that are measured for one hour and averaged; when stated on the same basis as the comfort criteria winds, the hazard criterion speed is a one-minute average of 36 mph. The wind ordinance is defined in terms of equivalent wind speed,<sup>13</sup> which is an average wind speed (mean velocity) adjusted to include the level of gustiness and turbulence.

The existing wind setting consists of all existing buildings together with approved, but unbuilt or uncompleted buildings in the vicinity of the site. Approved, but unbuilt or uncompleted buildings include the 524 Howard Street building at Howard and First Streets, 199 Fremont Street building at Howard and Beale Streets, 101 Second Street building (under construction) at the corner of Second and Mission Streets and The Century (Natoma Mews) building across Minna Street from 101 Second Street. Additional buildings are included further upwind in the Yerba Buena Redevelopment Area.<sup>14</sup>

The existing wind conditions in the vicinity of the site range from sheltered to moderately windy; the average wind speed is 9 mph. Wind speeds in pedestrian areas range from 5 mph to 15 mph. In general, the highest ground-level wind speeds in the vicinity of the site occur along Minna Street, west of Shaw Alley, where wind speeds of 15 mph exist at two locations and on the south side of Mission Street, west of Shaw Alley, where wind speeds of 14 mph exist at two locations. The wind speeds at nine of the 36 measured existing locations exceed the Planning Code's pedestrian-comfort criterion value of 11-mph. This data differs from that provided in the 1986 FEIR, which found, using slightly different methodology, that there were no existing exceedances of the comfort criteria.

Wind speeds of 2 mph to 6 mph exist at five seating area locations in the nearby public open spaces of 100 First Street sun terrace and the entrance to Golden Gate University. All five locations meet the 7 mph seating-comfort criterion of the Planning Code. The Code's wind hazard criterion of 36 mph is now exceeded at two locations on Minna Street, west of Shaw Alley. The duration of the exceedances is between one and two hours per year.

## IMPACTS

A project is considered to have a significant effect on the environment with regards to wind if the project would result in any new exceedances of the hazard criterion speed of 36 mph.

As a result of the proposed project, wind conditions in the project vicinity would remain sheltered to moderately windy. Compared to existing conditions, the average wind speed would decrease, by less than 1/2 mph, to just under 9 mph. The project would reduce existing wind speeds at 19 of the 36

<sup>13</sup> The term wind speed refers here to equivalent wind speed (including the effects of turbulence) that are exceeded a specified percentage of time: 10% of the time for pedestrian comfort comparisons and one hour per year for wind hazard comparisons.

<sup>14</sup> Other approved or under construction buildings in the area were not included in the existing setting, for the following reasons: the One Second Street building (approved) is not expected to be built in the near future; and, the 246 Second Street Condominium highrise is too far south to affect the wind conditions of the site.

locations and increase existing wind speeds at 9 locations. Existing wind speeds would remain unchanged at 8 locations.

Wind speeds in pedestrian areas would range from 5 mph to 14 mph, a slightly smaller range than under existing conditions. The highest wind speeds in the vicinity (13 mph and 14 mph) would occur on Minna Street, west of Shaw Alley, while wind speeds of 12 mph would occur on the south side of Mission Street, west of the project site, and at other points on Minna Street west of the project site. Wind speeds at all but one of these locations would be slightly less than under existing conditions.

With construction of the project, a total of six existing exceedances of the pedestrian-comfort criterion would continue to occur. The project would add no new exceedances and would eliminate three of the nine existing exceedances. Wind speeds would increase at three of the five existing open space locations.<sup>15</sup> Wind speeds at one location on the 100 First Street sun terrace would exceed the seating-comfort criterion value of 7 mph; this would be a new exceedance. (This would be in contrast to the original 1986 project that would have resulted in wind increases at 15 locations, but would not have exceeded any comfort criteria. As noted, the testing methodology has changed since 1896, and so the results are not directly comparable.)

On Minna Street, wind speeds would increase by as much as 4 mph adjacent to the project, and remain unchanged or decrease by as much as 2 mph at other locations. On Mission Street wind speeds would increase by as much as 2 mph on the north and south sides of Mission Street, east of Shaw Alley, and decrease by as much as 3 mph west of Shaw Alley.

The wind hazard criterion is currently exceeded at two locations on Minna Street, west of Shaw Alley. With the project, wind speeds at both locations would decrease, eliminating the exceedance at one location but maintaining it at the second location. No new exceedances would occur. The Transbay Area in which the project site is located is experiencing a period of rapid development, with many new projects either currently under construction or proposed for development, including sites on the same block as the project site. As future infill development occurs, wind conditions in the vicinity will continue to change and may very likely result in a steady decrease in area wind speeds. Under cumulative conditions, the project was assessed in a setting that was assumed to include all reasonably foreseeable future high-rises (including 554 Mission, One Second Street, and two proposed buildings in the Yerba Buena Center area).<sup>16</sup>

Under cumulative conditions, wind conditions would remain sheltered to moderately windy; the average wind speed would decrease by less than 1/2 mph, compared to project conditions, to just over 8 mph or more than 1/2 mph less than under existing conditions. Cumulative conditions would reduce project wind speeds at 19 of the 36 locations and increase project wind speeds at 2 locations. Project wind speeds would remain unchanged at 15 locations.

<sup>15</sup> Although portions of the project open space are proposed to be used for an outdoor cafe, the seating would not be permanent seating and is not regarded as falling under the seating-comfort criterion of the Planning Code.

<sup>16</sup> The pending Bloomingdale's building is too far west to affect the wind conditions of the site and therefore was not included.

On Minna Street, wind speeds would decrease, compared to project conditions, by as much as 2 mph adjacent to the project, and remain unchanged or decrease by as much as 1 mph at other locations. On both sides of Mission Street east of Shaw Alley, wind speeds would increase by as much as 1 mph. On the south side of Mission Street, west of Shaw Alley, wind speeds would generally not change or increase by as much as 2 mph. At the nine points on Minna Street, between First and Second Streets, wind speeds would range from 5 mph to 13 mph, with the higher speeds continuing to occur only west of Shaw Alley. At the one location on Shaw Alley, wind speed would decrease by 2 mph, to become 10 mph.

Cumulative development would eliminate four of the existing exceedances of the pedestrian-comfort criterion, and would leave five of the existing exceedances remaining, for a total of five pedestrian-comfort exceedances. Wind speeds would decrease at all of the five open space locations by 1 mph to 2 mph. The one project exceedance of the seating-comfort criterion in the 100 First Street sun terrace would be eliminated. Cumulative development would not cause a new wind hazard exceedance and would eliminate the one existing wind hazard exceedance that would continue to occur under project conditions by reducing wind speeds by 14 mph at that location.

In conclusion, under project conditions wind speeds would be reduced at 19 locations, increase at nine locations, and remain unchanged at eight locations. The project would add no new pedestrian-comfort criterion exceedances and would eliminate three of the nine existing exceedances. One new exceedance of the seating-comfort criterion would occur under project conditions, but would be eliminated under cumulative conditions. One of the two existing exceedances of the wind hazard criterion would be eliminated under project conditions and the second would be eliminated under cumulative conditions. The proposed project would not result in new wind hazard exceedances and, as such, would not result in significant wind impacts.

## G. OTHER ISSUES

As mentioned in the Introduction to this document, there are a number of topics that were addressed in the 1986 FEIR and its corresponding Initial Study for which no new additional analysis is required as a result of changes in the proposed project, changes in circumstances, or new information. Each of those topics is briefly addressed below, with those that were in the 1986 FEIR listed first, followed by those that were only addressed in the Initial Study.

### TOPICS IN 1986 FEIR

#### *I. CULTURAL RESOURCES*

##### **A. Historic Architectural Resources**

The project site is not located within a conservation district listed in Article 11 of the Planning Code, Preservation of Buildings of Architectural Historical, and Aesthetic Importance in the C-3 (Downtown zoning) Districts. Since publication of the 1986 FEIR, one of the two then-existing buildings on the project site was heavily damaged in a fire and subsequently demolished. This demolished building had been rated a C, of Contextual Importance, by the Foundation for San Francisco's Architectural Heritage. The remaining building on the site, at 531 Mission Street, is not listed in Article 11, and was not rated either in the 1976 Planning Department architectural survey or the Heritage downtown surveys. This building does not meet the definition of an historical resource under CEQA, and would be demolished as part of the project. No significant impact on historic architectural resources would occur, and no further analysis of historic architectural resources is required.

See the Urban Design setting section of the 1986 FEIR (pp. 41-42) for additional information regarding historic architectural resources in the vicinity of the project site.

##### **B. Archaeological Resources**

Pages 48-49 and 93-94 of the 1986 FEIR describe the expected archaeological resources that would be expected to be found on the project site. As noted on page 93, a "Cultural Resources Evaluation of Five South of Market Parcels" was conducted and is on file with the Major Environmental Analysis office of the Planning Department, 1660 Mission Street. The report suggests that significant cultural resources dating from the Gold Rush (1849-1857) are likely present on the project site and that artifacts from later periods in the city's development would also be expected to be encountered during construction on the project site. The report recommended incorporation of mitigation measures to eliminate potential impacts to archaeological resources. These measures have been included as part of the project (see Chapter IV, Mitigation Measures) and no further analysis of archaeological resources is required.

#### *II. NOISE*

As noted in the 1986 FEIR, the proposed project would result in temporary noise impacts as a result of project construction. As listed in the Mitigations chapter of the 1986 FEIR (pp. 133-134), the project sponsor would implement measures that would mitigate potential significant effects as a result of project

construction, particularly pile driving. The project would not result in noise effects different than those analyzed in the 1986 FEIR. No further analysis of noise effects is required.

### **III. POPULATION AND EMPLOYMENT**

As the project would include essentially the same amount of office space as the project analyzed in the 1986 FEIR, projected employment growth would be similar at about a total of 900 people (beyond the 25 employees currently working on the project site). Area-wide employment growth has been less rapid than assumed in the FEIR, largely because of the recession of the early 1990s. Therefore, project employment would represent a relatively larger percentage of total San Francisco employment growth between 1985 and 2000 (5.1 percent) than would have been the case based on the numbers in the FEIR (1.1 percent). For the period 1985-2015, project employment as a share of the growth in San Francisco employment would be about 0.8 percent. As an office development, the project would be required to participate in the City's Job-Housing Linkage Program. Assuming payment of the allowable in-lieu fee of \$7.05 per square foot, the project sponsor would contribute approximately \$1.7 million to the production of affordable housing. The project would not result in population and employment effects different than those analyzed in the 1986 FEIR and expected increases in project employment, housing demand and indirectly in population growth, would not be considered significant. No further analysis of population and employment is required.

### **IV. GROWTH INDUCEMENT**

Although the project would result in an increase in employment at the project site and in the Downtown, the project would be built in an urban area and no expansion to the infrastructure not already under consideration would be required to accommodate new development and increased employment due to, or induced by, the project. The project would not result in growth inducing effects, as stated in the 1986 FEIR. No further analysis of growth inducement is required.

### **TOPICS IN INITIAL STUDY (1986 FEIR APPENDIX A)**

An Initial Study for the original project analyzed in the 1986 FEIR was prepared and published on March 21, 1986 (Appendix A of the 1986 FEIR). The Initial Study identified a number of issues on pp. A-7 to A-8 as effects found not to be significant, including: Glare, Housing, Operational Noise, Construction Air Quality, Utilities/Public Services, Biology, Geology/Topography, Water, Energy/Natural Resources, and Hazards. The proposed project would similarly not result in significant effects for any of these issues, and no amendments or changes to the Initial Study are warranted.

An updated Phase I Environmental Site Assessment (ESA) was conducted in July, 1998 by PES Environmental, Inc.<sup>17</sup> The ESA found that historic operations at the project site do not appear to present a significant environmental concern, however there is a possibility that volatile organic compound-affected groundwater has migrated under the site. As such, the ESA recommended that a safety plan be prepared for potential worker exposure to volatile organic compound vapors and incidental contact with

<sup>17</sup> PES Environmental, Inc., *Phase I Environmental Site Assessment, 531-539 Mission Street*, July 13, 1998. This report is available for review at the Planning Department, 1660 Mission Street.

potentially-contaminated groundwater. Additionally, if excavation activities require dewatering, water removed from the excavation should be characterized and managed in accordance with all applicable requirements. The specific activities that may be required should be determined based on the actual site conditions and construction activities.

The ESA determined that there are several hazardous materials release sites located within one-mile of the site, however concluded that these sites do not present a significant environmental concern to the project site. Lastly, the ESA concluded that no further investigation is warranted beyond that described in the report.

The proposed project includes demolition of an existing structure on the project site. Demolition of an existing building must comply with State law that requires, where there is asbestos-related work involving 100 square feet or more of asbestos-containing materials, that a contractor be certified and that certain procedures be followed.

Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. The Bay Area Air Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition. Notification includes the names, addresses and phone numbers of operations and persons responsible, including the contractor; description and location of the structure to be renovated/demolished including size, age and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The BAAQMD randomly inspects removal operations. In addition, the BAAQMD inspects any removal operations concerning a complaint it has received.

The local office of the California Occupational Safety and Health Administration (Cal-OSHA) must be notified if asbestos abatement is to be carried out. Asbestos abatement contractors must follow State regulations contained in 8 CCR 1529 and 8 CCR 341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos-containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement would occur must have a Hazardous Waste Generator Number assigned by, and registered with, the California Department of Health Services. The contractor and the hauler of the material are required to file a Hazardous Waste Manifest that details the hauling of the material from the site and the disposal of the material. Pursuant to California law, the Department of Building Inspection would not issue the required permit until the applicant has complied with the notice requirements above.

These regulations and procedures, already established as part of the permit review process, would ensure that any potential impacts due to asbestos would be reduced to a level of insignificance. Therefore, no further mitigation is required.

Regarding the potential for lead paint in the existing structure on the site (proposed for demolition as part of the proposed project), demolition and construction activities must comply with Chapter 36 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint. Where there is any work that may disturb or remove lead paint on the exterior of any building built prior to December 31, 1978 (as would be the case with the proposed project as a result of the demolition of 531 Mission Street), Chapter 36 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Chapter 36 applies to buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces), where more than ten total square feet of lead-based paint would be disturbed or removed. The ordinance contains performance standards, including establishment of containment barriers that are at least as effective at protecting human health and the environment as those in the most recent *Guidelines for Evaluation and control of Lead-Based Paint Hazards* promulgated by the U.S. Department of Housing and Urban Development. The ordinance also identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The ordinance includes notification requirements, contents of notice, and requirements for signs. Notification includes notifying bidders for the work of any paint-inspection reports verifying the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party (owner or contractor) must provide written notice to the Director of Building Inspection of the location of the project; the nature and approximate square footage of the painted surface being disturbed and/or removed; anticipated job start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or non-residential, owner-occupied or rental property; the approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include Sign When Containment is Required, Notice by Landlord, Required Notice to Tenants, Availability of Pamphlet related to protection from lead in the home, Notice by Contractor, Early Commencement of Work [by Owner, Requested by Tenant], and Notice of Lead Contaminated Dust or Soil, if applicable.) The ordinance contains provisions regarding inspection and sampling, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

These regulations and procedures required as part of the San Francisco Building Code would ensure that potential impacts due to lead-based paint would be reduced to a level of insignificance. Therefore, no further mitigation is required.

# **CHAPTER IV**

## **MITIGATION MEASURES IDENTIFIED IN THIS REPORT TO MINIMIZE POTENTIAL ADVERSE IMPACTS OF THE PROJECT**

In the course of project planning and design, measures were identified in the 1986 FEIR that would reduce or eliminate potential environmental impacts of the approved project. Because this is a Supplemental EIR, measures from the 1986 FEIR that are still applicable to the proposed project have been reprinted below along with those measures that have been identified in this SEIR. (Unless otherwise indicated, all of the measures listed below were originally identified in the 1986 FEIR.) In instances where a measure from the 1986 FEIR is still applicable but its language has changed, the new language is provided and the measure is noted as revised. All of the measures listed below would be voluntarily adopted by the current project sponsor or project architect and contractor and thus are proposed as part of the project. Measures from the 1986 FEIR that are no longer applicable to the project are listed in Appendix C along with an explanation of why each is not applicable.

### **CULTURAL RESOURCES**

- Given the location and depth of excavation proposed, and the likelihood that archaeological resources would be encountered on the project site, the sponsor has agreed to retain the services of an archaeologist. The archaeologist would carry out a pre-excavation testing program to better determine the probability of finding cultural and historical remains. The testing program would use a series of mechanical, exploratory borings or trenches and/or other testing methods determined by the archaeologist to be appropriate.

If, after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist would submit a written report to the Environmental Review Officer (ERO), with a copy to the project sponsor. If the archaeologist determines that further investigations or precautions are necessary, he/she shall consult with the ERO and they shall jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

These additional mitigation measures would be implemented by the project sponsor and might include a program of on-site monitoring of all site excavation, during which the archaeologist would record observations in a permanent log. The monitoring program, whether or not there are finds of significance, would result in a written report to be submitted first and directly to the ERO, with a copy to the project sponsor. During the monitoring program, the project sponsor would designate one individual on site as his/her representative. This representative would have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

Should evidence of cultural resources of potential significance be found during the monitoring program, the archaeologist would immediately notify the Environmental Review Officer (ERO), and the project sponsor would halt any activities which the archaeologist and the ERO jointly determine could damage such cultural resources. Ground disturbing activities which might damage cultural resources would be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the archaeologist would prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which would contain an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO would recommend specific additional mitigation measures to be implemented by the project sponsor. These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of cultural material.

Finally, the archaeologist would prepare a report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report(s) would be sent by the archaeologist directly to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center. Three copies of the final archaeology report(s) shall be submitted to the Office of Environmental Review, accompanied by copies of the transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center. (*Revised and expanded from 1986 FEIR.*)

## TRANSPORTATION

- During a construction period, construction truck movement would be permitted only between 9:00 a.m. and 3:30 p.m. to minimize peak-hour traffic conflicts and to accommodate queueing of Muni buses prior to the peak hours. The project sponsor and construction contractor would meet with the Traffic Engineering Division of the Bureau of Engineering of the Department of Public Works, the Fire Department, Muni and the Department of City Planning to determine feasible traffic mitigation measures to reduce traffic congestion during construction of this project and other nearby projects. To minimize cumulative traffic impacts due to lane closures during construction, the project sponsor would coordinate with construction contractors for any concurrent nearby projects that are planned for construction or later become known.

## AIR QUALITY

- The project sponsor would require the contractor(s) to spray the site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions.

Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. The project sponsors would require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period. (*Revised from the 1986 FEIR*)

## NOISE

- The construction contract would require that the project contractor muffle and shield intakes and exhausts, shroud or shield impact tools, and use electric-powered rather than diesel-powered construction equipment, as feasible, so that noise would not exceed limits stated in the City's Noise Ordinance (Article 29, San Francisco Administrative Code, 1972).
- The project sponsor would require the general contractor to construct barriers around the site, and around stationary equipment such as compressors, which would reduce construction noise by as much as five dBA, and to locate stationary equipment in pit areas or excavated areas, as these areas would serve as noise barriers.
- The project sponsor would require that the project contractor predrill holes (if feasible based on soils) for piles to the maximum feasible depth to minimize noise and vibration from pile driving. The actual pounding from pile driving would occur during a five- to eight-minute span per pile.
- The project sponsor would require that the construction contractor limit pile driving activity to result in least disturbance to neighboring uses. Pile driving would be limited to the hours between 11 p.m. and 7 a.m. Mondays through Saturdays and 11 p.m. and 8 a.m. on Sundays to minimize disturbance to the occupants of Golden Gate University. This would require a work permit from the Director of Public Works pursuant to San Francisco Noise Ordinance Section 2907(c).
- As recommended by the Environmental Protection Element of the San Francisco General (Master) Plan, an analysis of noise reduction measurements would be prepared by the project sponsor and recommended noise insulation features would be included as part of the proposed building. For example, such design features would include fixed windows and climate control.

## GEOLOGY/TOPOGRAPHY

- If dewatering were necessary, any groundwater pumped from the site would be retained in a holding tank to allow suspended particles to settle, if this is found necessary by the Industrial Waste Division of the Department of Public Works, to reduce the amount of sediment entering the storm drain/sewer lines.
- Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the soils report would contain a determination as to whether or not a lateral and settlement survey should be done to monitor any

movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. Groundwater observation wells would be installed to monitor the level of the water table and other instruments would be used to monitor potential settlement of subsidence. If, in the judgment of the Special Inspector, unacceptable subsidence were to occur during construction, groundwater recharge would be used to halt this settlement. Costs for the survey and any necessary repairs to service under the street would be borne by the contractor.

- The final soils report would also recommend whether or not watering of piles of adjacent structures was necessary. If it were found to be necessary, the project sponsor would ensure that the general contractor complied.

## HAZARDS

- To expedite implementation of the City's emergency response plan, the project sponsor would prominently post information for building occupants concerning what to do in the event of a disaster.

## *MEASURES IDENTIFIED IN THIS SEIR*

- A health and safety plan would be prepared by the project sponsor that addresses potential construction worker exposure to volatile organic compound vapors and incidental contact with potentially-contaminated groundwater.
- If excavation activities during construction require dewatering, water removed from the excavation should be characterized and managed in accordance with all applicable requirements. Such activities may include temporary containment on site, waste characterization by testing at an analytical laboratory, and appropriate off-site disposal. The specific activities that may be required should be determined based on the actual site conditions and construction activities.

## **CHAPTER V**

### **SIGNIFICANT EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED**

In accordance with Section 21100(b)(2)(A) of the California Environmental Quality Act (CEQA), and with Section 15126(b) of the State *CEQA Guidelines*, the purpose of this chapter is to identify impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the project, or by other mitigation measures that could be implemented, as described in Chapter IV, Mitigation Measures.

As analyzed in the Environmental Impacts section (Chapter 4) of the 1986 FEIR, and noted on p. 138 of the same document, the approved project was found to have no potential project-specific impacts. The approved project did contribute to cumulatively significant air quality impacts (specifically, total suspended particulate emissions).

- This SEIR does not identify any new significant impacts related to the proposed project and concludes that the project would not contribute substantially to any significant cumulative effects. (See the Air Quality section of this SEIR for a discussion of the change in methodology for assessment of cumulative air quality effects.)

# **CHAPTER VI**

## **ALTERNATIVES TO THE PROPOSED PROJECT**

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This chapter identifies alternatives to the proposed project, discusses environmental impacts associated with each alternative. Project decision-makers could adopt any of the following alternatives, if feasible, instead of approving the proposed project. The alternatives that are provided below are the essentially the same as the alternatives discussed in the 1986 FEIR, although these have been revised to reflect the current project design and changes in the environmental setting of the project site. When appropriate, the reader is referred to the discussion in the 1986 FEIR rather than repeating the still relevant language here. Where the alternatives discussed below differ substantially from those in the 1986 FEIR, a corresponding explanation is provided. No new alternatives have been provided.

### **A. ALTERNATIVE A: NO PROJECT**

Under No Project conditions, the site would remain in its existing condition. No new development would take place on the site. The existing building on the site is assumed to continue to be partially occupied by office and retail space. None of the potential impacts related to the proposed project would occur. The environmental characteristics of this alternative would be generally as described in the 1986 FEIR Alternatives section (pp.139-140), the only difference being that the building at 535 Mission Street (rated “C” by San Francisco Architectural Heritage) would not be part of on-site conditions (due to its demolition since certification of the 1986 FEIR). Given the site’s location in the area in which the Downtown Plan encourages office development, it could reasonably be expected that a subsequent development proposal would include construction of additional office space.

### **B. ALTERNATIVE B: NO TRANSFER OF DEVELOPMENT RIGHTS, 9.1 FAR**

The project as proposed would include the transfer of development rights (TDR) from unidentified sites, allowing for an FAR of 15.5:1 rather than the basic allowable FAR of 9:1 without TDR. This alternative considers a building without TDR and thus at an FAR of 9:1.

Although no specific design has been created for this alternative, it would result in a building substantially reduced in size and height from the proposed project. Assuming this alternative were to cover the entire site, as would the proposed project it would result in a building approximately 180 feet tall, assuming no setbacks. This alternative would have more parking (about three additional spaces) than the project because no space would be required in the basement for service loading.

Like the proposed project, this alternative would require demolition of the un-rated building at 531 Mission Street. As such, the impacts would be similar to those described for Alternative B1 in the 1986 FEIR on pp. 141-143, although effects related to the demolition of the building at 535 Mission Street would not occur (due to its demolition since certification of the 1986 FEIR).

Wind effects would be similar to those of the proposed project because the alternative design would create a multi-story street wall. Shadows on the Golden Gate University entry plaza and on the sun terrace of 100 First Street would be similar to those from the proposed project because, at about 180 feet in height, the alternative structure would be tall enough to cast shadow on much of the sun terrace and across Mission Street. However, during the summer when the shadows cast by the project would be at their shortest, project-related shadows would cover less of the Golden Gate University plaza in the morning hours and less of the 100 First Street open space in the afternoon hours. Transportation and air quality impacts would be reduced, and would remain less-than-significant. This alternative would be less visible from medium- and long-range views.

*Reader: It should be noted that the 1986 FEIR included two subalternatives (a twin cylinder design alternative and a reduced shadow alternative) that involved no transfer of development rights. The primary difference between the two alternatives was that one maintained the diagonal cut on the building's southeast corner, as was proposed as part of the original project, and one did not. Although the current project does not include a diagonal cut and no significant shadow effects are identified for the current project, both design options would still be possible under this alternative. The design option with a diagonal cut would reduce non-significant shadow impacts on the 100 First Street open space.*

## C. ALTERNATIVE C: NO BULK EXCEPTIONS

This alternative would include setbacks above the base as called for in Section 132.1(c) of the San Francisco Planning Code, Separation of Towers. Therefore, as opposed to the proposed project, this alternative would be set back above the base 15 feet from the eastern interior property line rather than 12 feet as currently proposed. Also, the current project's upper tower would exceed bulk limitations established by Section 270 of the Planning Code, but this alternative would not. As such, this alternative would not require an exception to Planning Code bulk limits.

As a result of not seeking exceptions to these requirements, this alternative would have slightly less office space and about 15 percent less overall density than the project. The effects of this alternative would be similar to those described for Alternative C1 in the 1986 FEIR Alternatives section (pp. 144-145). The only manner in which this alternative would not be in compliance with Planning Code requirements is related to Section 148, ground-level wind effects. Physical effects would be virtually indistinguishable from those of the project, since the amount of office space and the building shape would be similar.

Another version of this alternative could be achieved by reducing the floor size of the upper tower, thus conforming with bulk and setback limitations of the Planning Code, but adding three additional floors and maintaining approximately the same amount of office space as in the proposed project. The resultant increase of the building's height by about 40 feet would result in the casting of longer shadows, parts of which would reach publicly accessible private open spaces, such as Fremont Center Plaza on First Street between Market and Mission Streets. A taller building would also be slightly more noticeable in long-range views of the site, and could require reassessment to determine changes in wind conditions and compliance with San Francisco Planning Code Section 148. This alternative would not result in new shadow effects on public open spaces subject to Proposition K restrictions.

*Reader: It should be noted that the 1986 FEIR included two subalternatives that involved no exceptions to required approvals. One subalternative was for a design that required no exception to the Planning Code bulk requirements, similar to Alternative B described above. The other subalternative was for a design that required no exception to the Planning Code setback requirements. Because the current design differs from the 1986 FEIR design in that it would no longer require an exception from the five-foot setback requirement, no corresponding subalternative has been provided here.*

## D. ALTERNATIVE D: NO PARKING

Under this alternative, an office tower would be constructed on the site just as it would under the currently proposed project, although without the proposed 39 parking spaces in the basement level. Instead, the basement level would contain only service/mechanical space and two service vehicle loading spaces. All impacts of this alternative would be similar to the project, as described in the 1986 FEIR Alternatives section (pp. 147), except that there would be fewer vehicle trips to the site. As a result, employees and visitors would park elsewhere in the vicinity, and project vehicle trips would be dispersed throughout a wider area.

*Reader: Alternative E (13.5:1 FAR Alternative), originally considered in the 1986 FEIR, is not analyzed here because it is no longer considered necessary or useful for reducing or mitigating significant project impacts. This alternative was originally considered because it was the project sponsor's preferred development program, which is not the case for the current project sponsor. Impacts addressed by this alternative are adequately assessed by the current project and Alternative B, which together frame the level of development and related impacts that would occur under a 13.5:1 FAR alternative.*

# CHAPTER VII

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Department of Anthropology  
Sonoma State University  
Rohnert Park, CA 94928  
Attn: Leigh Jordan

California Department of Transportation  
Ofc. of Transportation Planning - B  
P.O. Box 23660  
Oakland, CA 94623-0660  
Attn: Nandini Shindhar

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Oakland, CA 94604-2050  
Attn: Suzan Ryder

Association of Bay Area Governments  
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Oakland, CA 94607  
Attn: Jean Pedersen

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San Francisco Bay Region  
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Oakland, CA 94612  
Attn: Steven Hill

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101 Eighth Street  
Oakland, CA 94612

Kenneth Scheidig  
General Counsel's Office  
AC Transit  
1600 Franklin Street  
Oakland, CA 94612

BART  
Planning Division  
800 Madison Street  
Oakland, CA 94607

### CITY AND COUNTY OF SAN FRANCISCO

Department of Building Inspection  
1660 Mission Street  
San Francisco, CA 94103  
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25 Van Ness Ave., Suite 700  
San Francisco, Ca 94102

Marcia Rosen, Director  
Mayor's Office of Housing  
25 Van Ness Avenue, Suite 600  
San Francisco, CA 94102

Maria Ayerdi  
Mayor Office of Economic Devel.  
City Hall, Room 448  
San Francisco, CA 94102

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Hetch Hetchy Water & Power  
1155 Market Street, 4th Floor  
San Francisco, CA 94103  
Attn: John Deakin, Director

Public Utilities Commission  
1155 Market Street  
San Francisco, CA 94102  
Attn: Anson B. Moran, General Mgr.

Recreation & Park Department  
McLaren Lodge, Golden Gate Park  
Fell and Stanyan Streets  
San Francisco, CA 94117  
Attn: Deborah Learner

Police Department  
Planning Division, Hall of Justice  
850 Bryant Street, Room 500  
San Francisco, CA 94103  
Attn: Capt. Timothy Hettrich

San Francisco Planning Commission  
1660 Mission Street  
San Francisco, CA 94103  
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Anita Theoharis, President  
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San Francisco, CA 94102  
Attn: Bruce Bernhard

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Bureau of Street Use and Mapping  
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San Francisco, CA 94103  
Attn.: Barbara Moy

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 Division of Planning & Research  
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Sunset Action Committee  
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San Francisco, CA 94104  
Attn: Jay Cahill

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1525 Grant Avenue  
San Francisco, CA 94133

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388 Market Street, 13th Floor  
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Chickering & Gregory  
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San Francisco, CA 94111  
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David Cincotta  
1388 Sutter Street, Suite 900  
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San Francisco, CA 94142 - 5882

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San Francisco, CA 94109  
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Blaczek

Cushman & Wakefield of California  
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555 California Street, Suite 2700  
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Attn: W. Stiefvater, L. Farrell

Damon Raike & Co.  
100 Pine Street, Suite 1800  
San Francisco, CA 94111  
Attn: Frank Fudem

Yerba Buena Consortium  
109 Minna Street, Ste. 575  
San Francisco, CA 94105  
Attn: John Elberling

Downtown Association  
5 Third Street, Suite 520  
San Francisco, CA 94103  
Attn: Carolyn Dee

Farella, Braun & Martel  
235 Montgomery Street  
San Francisco, CA 94104  
Attn: Mary Murphy

Larry Mansbach  
44 Montgomery Street  
San Francisco, CA 94104

Gensler and Associates  
550 Kearny Street  
San Francisco, CA 94103  
Attn: Peter Gordon

Gladstone & Vettel, Attorneys at  
Law  
177 Post Street, Penthouse  
San Francisco, CA 94108  
Attn: Steven L Vettel

Goldfarb & Lipman  
One Montgomery Street  
West Tower, 23rd Floor  
San Francisco, CA 94104  
Attn: Paula Crow

Gruen, Gruen & Associates  
564 Howard Street  
San Francisco, CA 94105

Valerie Hersey  
Munsell Brown  
950 Battery  
San Francisco, CA 94111

The Jefferson Company  
3652 Sacramento Street  
San Francisco, CA 94118

Jones Lang Wootton  
710 One Embarcadero Center  
San Francisco, CA 94111  
Attn: Sheryl Bratton

Kaplan/McLaughlin/Diaz  
222 Vallejo Street  
San Francisco, CA 94111  
Attn: Jan Vargo

Legal Assistance to the Elderly  
Brent Kato  
1453 Mission Street, 5th Floor  
San Francisco, CA 94103

Milton Meyer & Co.  
One California Street  
San Francisco, CA 94111  
Attn: James C. DeVoy

Cliff Miller 970 Chestnut Street, #3 San Francisco, CA 94109	Rothschild & Associates 244 California Street, Suite 500 San Francisco, CA 94111 Attn: Thomas N. Foster	Steefel, Levitt & Weiss 199 - 1st Street San Francisco, CA 94105 Attn: Robert S. Tandler
Robert Meyers Associates 120 Montgomery Street, Suite 2290 San Francisco, CA 94104	S.F. Bldg. & Constr. Trades Council 2660 Newhall Street, #116 San Francisco, CA 94124-2527 Attn: Stanley Smith	Sustainable San Francisco P.O. Box 460236 San Francisco, CA 94146
Morrison & Foerster 345 California Street San Francisco, CA 94104 Attn: Jacob Herber	San Francisco Chamber of Commerce 465 California Street San Francisco, CA 94104	Tenants & Owners Development Corp. 230 - Fourth Street San Francisco, CA 94103 Attn: John Elberling
National Lawyers Guild 558 Capp Street San Francisco, CA 94110 Attn: Regina Sneed	San Francisco Conv. & Visitors Bureau 201 - 3rd Street, Suite 900 San Francisco, CA 94103 Attn: John Marks, Exec. Director	Jerry Tone Montgomery Capital Corp. 244 California St. San Francisco, CA 94111
Pacific Exchange 301 Pine Street San Francisco, CA 94104 Attn: Dale Carleson	San Francisco Labor Council 1188 Franklin Street, #203 San Francisco, CA 94109 Attn: Walter Johnson	UCSF Capital Planning Department 145 Irving Street San Francisco, CA 94122 Attn: Bob Rhine
Page & Turnbull 724 Pine Street San Francisco, CA 94109	John Sanger, Esq. 1 Embarcadero Center, 12th Floor San Francisco, CA 94111	Jon Twichell Associates 70 Hermosa Ave. Oakland, CA 94618
Patri-Merker Architects 400 Second Street, Suite 400 San Francisco, CA 94107 Attn: Marie Zeller	Sierra Club 85 Second Street, 2nd Floor San Francisco, CA 94105-3441	Stephen Weicker 899 Pine Street, #1610 San Francisco, CA 94108
Pillsbury, Madison & Sutro P.O. Box 7880 San Francisco, CA 94120 Attn: Marilyn L. Siems	Sedway Group 3 Embarcadero Center, Suite 1150 San Francisco, CA 94111	Calvin Welch Council of Community Housing Organizations 409 Clayton Street San Francisco, CA 94117
Planning Analysis & Development 50 Francisco Street San Francisco, CA 94133 Attn: Gloria Root	Shartsis Freise & Ginsburg One Maritime Plaza, 18th Floor San Francisco, CA 94111 Attn: Dave Kremer	Feldman, Waldman & Kline 3 Embarcadero Center, 28th Floor San Francisco, CA 94111 Attn: Howard Wexler
Dennis Purcell Coblentz, Patch, Duffy & Bass 222 Kearny Street, 7th Floor San Francisco, Ca 94108	Skidmore, Owings & Merrill 333 Bush Street San Francisco, CA 94104 Attn: John Kriken	Eunice Willette 1323 Gilman Avenue San Francisco, CA 94124
Ramsay/Bass Interest 3756 Grant Avenue, Suite 301 Oakland, CA 94610 Attn: Peter Bass	Solem & Associates 545 Mission Street San Francisco, CA 94105 Attn: Olive Lewis	Bethea Wilson & Associates Art In Architecture 2028 Scott, Suite 204 San Francisco, CA 94115
David P. Rhoades & Associates 364 Bush Street San Francisco, CA 94104-2805	Square One Film & Video 725 Filbert Street San Francisco, CA 94133	San Francisco Architectural Heritage 2007 Franklin Street San Francisco, CA 94103 Attn: Executive Director
Herb Lembcke, FAIA Rockefeller & Assoc. Realty L.P. Four Embarcadero, Suite 2600 San Francisco, CA 94111-5994		

Mrs. G. Bland Platt  
362 Ewing Terrace  
San Francisco, CA 94118

During Associates  
120 Montgomery Street, Suite 2290  
San Francisco, CA 94104

Nichols-Berman  
142 Minna Street  
San Francisco, CA 94105  
Attn: Louise Nichols

Sally Maxwell  
Maxwell & Associates  
1522 Grand View Drive  
Berkeley, CA 94705

Ron Foster  
Wilbur Smith Associates  
1145 Market Street, 10th Floor  
San Francisco, CA 94103

Chi-Hsin Shao  
CHS Consulting Group  
153 Kearny Street, Suite 209  
San Francisco, CA 94108

Paul Menaker  
Korve Engineering  
155 Grand Avenue, Suite 400  
Oakland, CA 94612

Jim West  
South of Market Neighborhood  
Assn.  
737 Folsom Street #314  
San Francisco, CA 94107

EIP Associates  
601 Montgomery Street, Suite 500  
San Francisco, CA 94111

Wilson Cornerstone, Inc.  
120 Howard Street, Suite 600  
San Francisco, CA 94105

## MEDIA

Associated Press  
1390 Market Street, Suite 318  
San Francisco, CA 94102  
Attn: Bill Shiffman

Leland S. Meyerzone  
KPOO - FM  
P.O. Box 6149  
San Francisco, CA 94101

San Francisco Bay Guardian  
520 Hampshire Street  
San Francisco, CA 94110  
Attn: Gabe Roth, City Editor

San Francisco Business Times  
275 Battery Street, Suite 940  
San Francisco, CA 94111  
Attn: Real Estate Editor

San Francisco Chronicle  
925 Mission Street  
San Francisco, CA 94103  
Attn: City Desk

San Francisco Examiner  
P.O. Box 7260  
San Francisco, CA 94120  
Attn: Gerald Adams

City Editor  
San Francisco Independent  
1201 Evans Avenue  
San Francisco, CA 94124

The Sun Reporter  
1791 Bancroft Ave.  
San Francisco, CA 94124-2644

Tenderloin Times  
146 Leavenworth Street  
San Francisco, CA 94102  
Attn: Rob Waters

## NEIGHBORING PROPERTY OWNERS AND OCCUPANTS

Golden Gate University  
536 Mission St.  
San Francisco, CA 94105

Diana & Ray Vernazza  
140 Peralta Ave.  
San Francisco, CA 94110

Richard & Janice Fiore  
510 Mission St.  
San Francisco, CA 94105

Bank of America Etc.  
536 Mission St.  
San Francisco, CA 94105

562 Mission Street LLC  
562 Mission St. #202  
San Francisco, CA 94105

Hines Interests  
101 California Street, Suite 1000  
San Francisco, CA 94111  
Attn: Paul Paradis

Burton & Sidney Berenstein  
H. Samuels  
2 Embarcadero Ctr. #19  
San Francisco, CA 94111

Teachers Insurance  
730 3<sup>rd</sup> Ave.  
New York, NY 10017

Federal Deposit Insurance Corp.  
550 17<sup>th</sup> St. NW  
Washington, DC 20429

100 First Plaza Partners  
1 Montgomery St. #23  
San Francisco, CA 94104

100 First Plaza Partners  
100 1<sup>st</sup> Street, #2200  
San Francisco, CA 94105

KSW Properties  
244 California St.  
San Francisco, CA 94111

Theodor Tower, Inc.  
PO Box 6969  
Beverly Hills, CA 90212

530 Howard Street Assoc. LP  
155 Montgomery St. #300  
San Francisco, CA 94104

Lin Enterprises  
1000 North Point St.  
San Francisco, CA 94109

Audie & Rocky Dudum  
Misadeh Dudum  
880 Hanna Dr.  
American Canyon, CA 94589

KSW Properties  
244 California St. #7  
San Francisco, CA 94111

David & Marcia Glassel  
Gary Glassel  
569 Mission St.  
San Francisco, CA 94105

Dudum Jack & Sylvia  
97 Brookfield Dr.  
Moraga, CA 94556

1998 Into 89  
999 Bishop St. #27  
Honolulu, HI 96813

Lo Kam Shing & Lily C K  
Richard Soo  
710 Van Ness Ave.  
San Francisco, CA 94102

Patrick & Co.  
560 Market St.  
San Francisco, CA 94104

Max Bypass Bresler  
27 Morningside Dr.  
San Francisco, CA 94132

Leonard & Gloria Biss Jr.  
Jean Exem Dessaussure  
3430 Silverado Trl N  
Saint Helena, CA 94574

Cynthia Kerwin & Robert  
Birmingham  
Birmingham Alann Fbo  
545-547 Mission St.  
San Francisco, CA 94105

Shenk  
22 Coleman Ct.  
San Carlos, CA 94070



## ● **CHAPTER VIII**

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### 535 MISSION STREET DRAFT EIR – SUMMARY OF COMMENTS AND RESPONSES

#### TABLE OF CONTENTS

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A. INTRODUCTION	C&R.1
B. LIST OF PERSONS COMMENTING	C&R.2
C. WRITTEN COMMENTS AND RESPONSES	C&R.3
D. PUBLIC HEARING COMMENTS AND RESPONSES	C&R.32

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## SECTION A

### INTRODUCTION

This document contains public comments received on the Draft Supplemental Environmental Impact Report (Draft SEIR or DSEIR) prepared for the proposed 535 Mission Street project, and responses to those comments.

Following this introduction, Section B contains a list of all persons and organizations who submitted written comments on the Draft SEIR and who testified at the public hearing on the Draft SEIR held on October 21, 1999.

Sections C and D contain the comments and responses. Comments are grouped by commenter, rather than by topic, to allow commenters to easily find the responses to their comment(s). As the subject matter of one comment may overlap that of others, the reader may be referred to a prior response.

Section C contains comment letters received during the public review period from September 18 to October 21, 1999, and the responses to each comment. Each substantive comment on the SEIR is labeled with a number in the margin and the response to each comment is presented immediately after the letter containing that comment.

Section D contains transcribed comments made at the public hearing on the Draft SEIR and the responses to each of those comments. Each substantive comment on the SEIR is similarly labeled with a number in the margin, and the responses to each set of comments follow those comments. Some comments do not pertain to physical environmental issues, but in some instances responses are included to provide additional information for use by decision makers.

These comments and responses will be incorporated into the Final SEIR as a new chapter.

## **SECTION B**

### **LIST OF PERSONS COMMENTING**

---

Jean. C.R. Finney, Caltrans, letter

Karen Foster, public hearing comments and letter

Amy Gottlieb, letter

D. K. Krass, letter

Tonia Leonardos, letter

James D. Lowe, San Francisco Public Transportation Department, letter

Beverly Mills, Planning Commissioner, public hearing comments

Alida Morgan, public hearing comments and two letters

Mary Peluso, letter

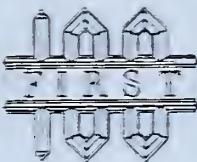
Lloyd Schloegel, public hearing comments

## SECTION C

### WRITTEN COMMENTS AND RESPONSES

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This chapter includes a copy of the comment letters received during the public review period on the Draft SEIR and responses to those comments. Each substantive comment on the Draft SEIR is labeled with a number in the margin and the response to each comment is presented immediately after the letter containing that comment.



October 7, 1999

A

Ms. Hilary Gitelman  
Environmental Review Officer  
Planning Department  
City & County of San Francisco  
1660 Mission Street  
San Francisco, CA 94103

RECEIVED  
OCT 07 1999  
CITY & COUNTY OF SAN FRANCISCO  
DEPARTMENT OF PLANNING

*RE: Comments on Supplemental EIR for 535 Mission Street*

Dear Ms. Gitelman:

Thank you for sending me the completed supplemental EIR for the proposed development of a 22-story high rise located at 535 Mission Street. 100 First Plaza has reviewed the proposed project and have some serious concerns about the shadow casts, resulting from the "blocky" bulk design of the project.

100 First Plaza is proud to boast an award-winning public open space located off of Mission Street between the 100 First Tower and 535 Mission Street. The **SUN TERRACE** has received numerous awards, including the California Landscape Contractors Association (CLCA) Achievement award in 1989 and 1992. Also in 1992, the **SUN TERRACE** was awarded the First Place Trophy Award from the CLCA and the National Landscape Award from the National Association of Nurserymen, which included a recognition ceremony at The White House. Ownership spends a significant amount of time and money on the upkeep and beautification of this amenity that benefits not only the tenants of 100 First Plaza, but the public as well.

Currently, the **SUN TERRACE** provides value to our property as a *much* utilized building amenity. Because of it's location, it is largely protected from the cold winds we often experience in downtown San Francisco. The **SUN TERRACE** is a comfortable, beautiful setting where tenants can enjoy lunches or just escape the city hustle for a short break. In addition, the **SUN TERRACE** is also available to tenants as a convenient, low cost, yet impressive location for private parties and events. Frequently tenants reserve the **SUN TERRACE** for employee appreciation parties, holiday parties and other special events. These private events generally take place in the afternoon, a time when the **SUN TERRACE** will be completely shaded year round by the newly proposed project at 535 Mission Street.

We have obtained the updated shadow study, as well as the shadow comparison with the 1986 proposed project on the same site. Clearly the new proposal greatly increases the shadows on the 100 First Plaza **SUN TERRACE** at key times in the day throughout the year. This will result in under utilization of this important space that was built and has

100 FIRST PLAZA  
A PROJECT OF BARKER PACIFIC GROUP  
100 FIRST STREET, SUITE 1100  
SAN FRANCISCO, CA 94103  
(415) 205-7900 FAX: (415) 205-7008

been immaculately maintained as part of the City Planning Department's mandate for the development of 100 First Plaza.

The ownership and management of 100 First Plaza is sympathetic to the development of 535 Mission Street, as it improves the overall quality of the neighborhood. However, we cannot support the proposed design which robs tenants, as well as the public, of sunshine on this public open space. In addition, by so greatly reducing the hours in which the **SUN TERRACE** is in the sunshine, the proposed project stands to reduce 100 First Plaza's desirability to new and existing tenants by virtually eliminating this building amenity.

100 First Plaza would be able to compromise on this issue if the building were reduced in size such as the project originally proposed in 1986. Although this project also had a shadow impact on the **SUN TERRACE**, it was to a much lesser degree and we would be willing to live with it in exchange for positive development in the South of Market Area. Please consider these concerns, and those of our tenants', when deciding whether or not to approve this project. If you should need more information from the ownership or management of 100 First Plaza, we may be reached via the following:

OWNERSHIP:

Delta Dental Plan of California  
Attn: Elizabeth Russell  
100 First Street  
15<sup>th</sup> Floor  
San Francisco, CA 94105

MANAGEMENT:

Barker Pacific Group  
Attn: Karen Foster  
100 First Street  
Suite 2200  
San Francisco, CA 94105

Thank you for considering 100 First Plaza's comments in your review.

Very truly yours,

*Elizabeth M. Russell*

Elizabeth Russell  
Senior Vice President - Finance  
Delta Dental Plan of California

*Karen Foster*

Karen Foster  
Property Manager  
100 First Plaza, San Francisco

1  
CONT.

**LETTER A – KAREN FOSTER**

A-1) As stated on p. 51 of the DSEIR, shadow on the 100 First Street sun terrace from the proposed project would be greater than that depicted for the 1986 FEIR design because the current design does not propose the original project's diagonal cut at the building's southeastern corner. However, it should be clarified that the sun terrace will not be completely shaded year-round in the afternoon as a result of the proposed project. At noon in the summer and fall, all or almost all of the sun terrace would not be in shade. In the spring and winter months, about half of the sun terrace would not be shaded at noon. At 1 p.m., one quarter to two-thirds of the sun terrace would not be in shade year-round. By 2 p.m. throughout the year, most or all of the sun terrace would be in shade, although during the winter months most of the shadow would be cast by The Century residential tower (under construction to the southwest of the project site). Except at noon on December 21 and at 1 p.m. on September 21, the portion of the shade on the sun terrace contributed by the proposed project beyond that resulting from the original design analyzed in the 1986 FEIR would be less than approximately 30% of the total area of the terrace.

A project in San Francisco is generally considered to not have a significant shadow impact if it is in conformance with Section 295 of the Planning Code (as stated on page 50 of the DSEIR). Section 295 restricts new shadow on public open spaces under the jurisdiction of the Recreation and Park Department for structures exceeding 40 feet in height. As explained in the DSEIR, the proposed project would not add new shadow to public open spaces and therefore no significant impact would occur.

The authorization process for projects proposed within a C-3 zone, as prescribed by Section 309 of the Planning Code, provides members of the public an opportunity to express to the Planning Department and/or Planning Commission their concerns regarding aspects of the proposed project that do not directly relate to the adequacy of the DSEIR. Although the DSEIR concluded that the proposed project would not result in significant effects related to shadow, the Planning Commission could request design modifications or disapprove the project due to such non-significant environmental effects associated with the project.

B

# COPITHORNE & BELLOWS

P U B L I C R E L A T I O N S

October 15, 1999

RECEIVED  
OCT 18 1999  
CITY & COUNTY OF SAN FRANCISCO  
DEPT OF CITY PLANNING

Ms. Hilary Gitelman  
Environmental Review Officer  
Planning Department  
City & County of San Francisco  
1660 Mission Street  
San Francisco, CA 94103

## RE: Comments on Proposed Project for 535 Mission Street

Dear Ms. Gitleman:

Copithorne & Bellows has been a tenant of 100 First Plaza since June 1994, occupying the 22<sup>nd</sup>, 26<sup>th</sup> and 27<sup>th</sup> Floors. We are writing you to express our concern about the impact the proposed project at 535 Mission Street has on the Sun Terrace located at 100 First Plaza. Upon review of the project shadow study, it appears that the proposed project will have an enormous impact on the Sun Terrace's exposure to sunlight. This impact will greatly underscore our company's enjoyment of the Sun Terrace and hence, our work experience in the South of Market Area.

As tenants of a Class-A high rise, we pay top rents for the atmosphere and amenities of the environment here. The Sun Terrace is one of these top-notch amenities, providing us with a warm, sunny place to enjoy lunch, take a break, have a meeting or host an event. We would be very disappointed to lose this amenity and hope that you will consider our wish when deciding whether or not to approve the proposed plan.

Sincerely,

Mary D. Peluso  
Corporate Director of Administration

cc: Karen Foster, Property Manager of 100 First Plaza

## LETTER B – MARY PELUSO

B-1) Please see the response to Comment A-1.

RECEIVED

OCT 19 1999

13 COUNTY OF S.F.  
CITY OF CITY PLANNING

D.K. Krass  
President



TOMEN AGRO, Inc.

100 First Street, Suite 1610

San Francisco, CA 94105

(415) 536-3460 FAX: (415) 284-9883

October 18, 1999

Ms. Hilary Gitelman  
Environmental Review Officer  
Planning Department  
City & County of San Francisco  
1660 Mission Street  
San Francisco, CA 94103

**RE: COMMENTS ON PROPOSED PROJECT FOR 535 MISSION STREET**

Dear Ms. Gitelman:

Tomen Agro, Inc. has been a tenant of 100 First Plaza since March 1, 1995. We are writing you to express our concern about the impact the proposed project at 535 Mission Street has on the sun terrace located at 100 First Plaza. Upon review of the project shadow study, it appears that the proposed project will have an enormous impact on the sun terrace's exposure to sunlight. This impact will greatly underscore our company's enjoyment of the sun terrace and hence, our work experience in the South of Market Area.

As tenants of a Class-A high-rise, we pay top rents for the atmosphere and amenities of the environment here. The sun terrace is one of these top-notch amenities, providing us with a warm, sunny place to enjoy lunch, take a break, have a meeting or host an event. We would be very disappointed to lose this amenity and hope that you will consider our wishes when deciding whether or not to approve the proposed plan.

Very truly yours,

A handwritten signature in black ink, appearing to read "D.K." followed by a stylized surname.

cc: Karen Foster  
Property Manager  
100 First Plaza

**LETTER C – D. K. KRASS**

C-1) Please see the response to Comment A-1.

October 15, 1999

Ms. Hilary Gitelman  
Environmental Review Officer  
**Planning Department**  
**City & County of San Francisco**  
1660 Mission Street  
San Francisco, CA 94103

RECEIVED  
OCT 20 1999  
CITY & COUNTY OF S.F.  
DEPT OF CITY PLANNING

Re: Comments on Proposed Project for 535 Mission Street

Dear Ms. Gitelman:

Delta Dental has been a tenant of 100 First Plaza since it was built in 1987. We are writing you to express our concern about the impact the proposed project at 535 Mission Street will have on the Sun Terrace and the building located at 100 First Plaza.

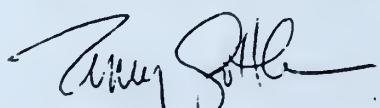
As tenants of a Class-A high rise, we pay top rents for our space, which includes the overall atmosphere and amenities offered by 100 First Plaza. The Sun Terrace is one of these first-class amenities. It provides our employees with a warm, protected, sunny place to enjoy lunch, take a break, have a meeting or even host a departmental gathering. Our employees would be very disappointed to lose this feature which affords so many people a great deal of pleasure during the busy workday.

Upon review of the project shadow study, it appears that the proposed building at 535 Mission will have an enormous impact on the Sun Terrace's exposure to sunlight. Because of the height and bulk of the architecture, there will be significant shadows cast during the mid-day period when the Sun Terrace is most frequently used. This impact will greatly diminish our employees enjoyment of the Sun Terrace and consequently, their work experience in the South of Market Area. Also, being that the Sun Terrace is a public place, it will impact our neighbors who use the area as well.

In addition to the impact the proposed project will have on the Sun Terrace, it is our concern that the shadows cast by the project will greatly reduce the amount of natural sunlight filtering into the office space, thereby impacting the work environment as well. It is my understanding that an earlier design of this project had been presented, which included more architectural setbacks and a slimmer building profile which potentially would have a lesser impact on both the Sun Terrace and our office space.

We hope that you will consider our concerns when making your decision to approve or reject the proposed plan.

Sincerely,  
DELTA DENTAL PLAN OF CALIFORNIA



Amy Gottlieb  
Facilities Manager

Cc: Karen Foster, Property Manager  
Kathleen Browne, Director Corporate Services

**LETTER D – AMY GOTTLIEB**

D-1) Please see the response to Comment A-1.



Deltanet, Inc.

100 First Street, Suite 210  
San Francisco, California 94103  
(415) 995-8700  
FAX (415) 974-8651

RECEIVED

October 18, 1999

OCT 20 1999

CITY & COUNTY OF S.F.  
DEPT OF CITY PLANNING

Ms. Hilary Gitelman  
Environmental Review Officer  
Planning Department  
City & County of San Francisco  
1660 Mission Street  
San Francisco, CA 94103

E

*RE: Comment on Proposed Project for 535 Mission Street*

Dear Ms Gitelman:

Deltanet, Inc. has been a tenant of 100 First Plaza since March, 1988. We are writing you to express our concern about the impact the proposed project at 535 Mission Street has on the sun terrace located at 100 First Plaza. Upon review of the project shadow study, it appears that the proposed project will have an enormous impact on the Sunterrace's exposure to sunlight. This impact will greatly underscore our company's enjoyment of the Sunterrace and hence, our work experience in the South of Market Area.

As tenants of a Class-A high-rise, we pay top rents for the atmosphere and amenities of the environment here. The sun terrace is one of these top-notch amenities, providing us with a warm, sunny place to enjoy lunch, take a break, have a meeting or host an event. We would be very disappointed to lose this amenity and hope that you will consider our wishes when deciding whether or not to approve the proposed plan.

1

Sincerely,

Deltanet, Inc.

A handwritten signature in black ink that reads "Tonia A. Leonardos".

Tonia A. Leonardos  
Facilities and Purchasing Manager

cc: Karen Foster  
Property Manager  
100 First Plaza

**LETTER E – TONIA LEONARDOS**

E-1) Please see the response to Comment A-1.

  
F

**ALIDA MORGAN**  
HAND PAINTED FURNITURE.

To: Hillary E. Gitelman  
Environmental Review Officer  
Planning Department  
1660 Mission Street  
San Francisco, CA 94103

Oct. 1, 1999

From: Alida W. Morgan  
533 Mission Street  
San Francisco CA 94105  
(415) 957-5939  
E-mail: [ampaint@earthlink.net](mailto:ampaint@earthlink.net)

Dear Ms. Gitelman,

I am an artist and furniture maker residing at 533 Mission Street between First and Second Streets since August of 1994. I am also a registered Democrat who believes in liberal politics and keeping cities vital and viable to all classes of people. I was literally raised in Democratic politics, participating in my first campaign at the age of three when my grandfather, the then Governor of New York, Averill Harriman, was campaigning for Adlai Stevenson. The following is the fully documented story of my tenancy from signing of lease, living through retrofitting to this latest stage of being notified that the building is to be demolished for yet another high rise in South of Market.

I signed a three year commercial lease on the roughly 2000sq.ft. 2<sup>nd</sup> fl. front space (with option to renew) at the reasonable rent of \$1000 a month by paying for one full year of rent (\$12,000) in advance. (As I was an artist starting a painted furniture business I needed a large space to work in and couldn't afford a separate living space. A loft was the natural solution, and those were few and far between in San Francisco. Signing a commercial lease seemed reasonable as most of the space was working studio.) This low rent was possible only because the three story plus 1/2 basement office building, owned by Martin Shenk of 22 Coleman Ct., San Carlos, CA 94070, was an un-reinforced masonry office/warehouse deemed unsafe for conventional occupancy by the City after Loma Prieta.

From what I understand, Mr. Shenk had been trying to sell his lot with the existing structure but the bottom had fallen out of the real estate market and there were no sales prospects. Not prepared to bear the extensive costs of retrofitting required by law to restore the building to standards for legal occupancy as office space rentable at then current rates, nor willing to tear it down and fence his lot as the adjacent landlord had done, Mr. Shenk opted to rent the spaces out as live-work lofts with commercial leases. His first live-work tenant was Tom Stubbs, (now of Petaluma) then a commercial realtor in downtown San Francisco.

The space I rented was, at that time, the last available one in the building. (Mr. Stubbs had converted the top floor into three flats and was charging market rates for them in violation of his lease and the city ordinances, all to Mr. Shenk's knowledge. Mr. Shenk rented the second floor as two units, one to me in front, and to a group of CCAC students in the back.) As Mr. Shenk was only willing to rent the raw space as was, it fell to me to make it habitable in the most bohemian sense of that word. I put in a shower and functioning bathroom; including installing hot water heaters, and a work/kitchen sink at the cost of \$7000. No services of any kind were included in the lease and Mr. Shenk made it clear that I was to go through the ground floor pizza parlor for garbage, etc. so as not to bring the city in. As I was new to the city and trying to start a furniture business, I accepted the unusual arrangement, as the rent was so attractive. I worked hard on my space and made it comfortable enough, glad of the affordable rent.

Despite his being a rather distant landlord I am fond of Mr. Shenk personally. He flew bombers out of London during the Blitz as had one of my stepfathers, and he was an admirer of my grandfather. We were quite friendly, and I took into account his age and health as reasons for his disinterest in the building. Things continued amicably, though as problems in the building came up I complained to Mr. Shenk in writing. The issues brought up included:

- Lack of heat
- Unfair distribution of utility bills (as there are no individual meters),
- The filthy condition of the adjacent air shaft that make it impossible to open the three back/ side windows and create any ventilation
- The permanent scaring I've engendered due to the mosquitoes and pigeon mites that the lack of drainage in the airshaft caused to breed.

Mr. Shenk's response was always the same: Do it yourself and don't call city agencies. Though less than happy with his total lack of response to my problems as a tenant, and for his lack of responsibility for his building, I continued to stay for the rent. I also started automatically taking care of the building's problems as they affected my space and me.

In Nov. of '96 Mr. Shenk wrote me that retrofitting would begin in Jan. of '97 and that as he'd opted against relocating his tenants during the work, that I'd be paid \$33 @ day for days the retrofit crew would be physically in my space. I wrote asking to be informed of what this was going to entail in terms of time, days of work lost, general inconvenience,

etc. He had no answers until finally, in Feb. '97, the city entered the picture and tenant meetings were held. Attending the first crucial information meeting were: all 6 of the tenants including the Pizza parlor; Mr. Shenk and his wife Patricia; John Wilson of BMP Engineers and his head of the crew appointed to our job; and the Mayor's Representative for Tenant Relations, Ms. Freida Hall.

What came out of that meeting was that in having been forced to retrofit by the city or have his building torn down, Mr. Shenk had been found out. Except for the pizza place, all of his tenants, whether they had businesses or not, lived as well as worked in their spaces, a fact of which he was not only aware, but had approved of. We were informed that the landlord's renting our building residentially was in violation of city ordinances. No other previously un-zoned for live/work occupancy building in the city had gone through retrofit. We became a sort of landmark test case. What rules to apply? The city decided that apart from the pizza owner who resided elsewhere, we were all residential tenants and rent controlled, subject to all the rights of tenants anywhere in the city. Ours became the northern most recognized live/work building on the city map, in keeping with South of Market's new redevelopment and conversion status.

Retrofit began in the back (Minna Street entrance) of the building on the top floor. The noise was terrible but I managed to keep to my work schedule. By March the work was going on in the unit behind me, and the dust was so bad that I could no longer work on either the painted furniture or my fine art. Everything in my space was covered in plastic and had to be moved away from the shaking walls to the center of my unit. (All of this is photographed.) The sound level was intolerable and the vibrations strong enough to knock out phone service on multiple occasions (also documented).

I wrote again to ask if I could be relocated during the projected length of the retrofit and naturally got no joy. I was forced to rent an outside work space for the interim, 20 ft. in a shared work space down the street for \$600 @ month starting that April. By April the work was above me and the situation had become entirely impossible. Still Mr. Shenk wouldn't pay for my temporary relocation. Finally, on April 30<sup>th</sup> I got Ms. Hall to meet with the landlord at my space. She walked into the noise, dust, rubble, banked and plastic wrapped furniture and belongings as he was insisting it was livable. She said "Oh, my God!" and asked Mr. Shenk if he'd ask his wife to live in those circumstances. He admitted he would not, and had him agree to my immediate temporary relocation. I moved to Motel 6 on Oakland Embarcadero, the only place I could find that would take me with my husband and dog with no notice at anywhere near an affordable rent.

The workmen entered my unit on May 1st for what was to be three weeks. I went in to my space twice a day to check the premises, try and retrieve messages, feed my cat, and clean up as best I could to keep damage at a minimum. On June 27<sup>th</sup> I finally more or less returned to reestablish residency. Mr. Shenk paid me a total of \$3000 in spite of the Motel's costing nearly double that. Additionally un-reimbursed were the added expenses of commuting (ca. \$20 @ day between Bart to the city and back, and cabs to and fro Bart to the Motel); having to eat all meals out as we had no kitchen facilities; and having to rent a workspace for three months (\$1800).

The place was filthy, rubble everywhere. Walls were unfinished. Warped, unsealed plywood was left in place of the pre-existing hand painted linoleum tile. The whole place needed repainting. The broken window was not replaced, nor were the baseboards. The small work studio in front's dimensions had been entirely changed by the steel struts and required reconfiguring or rebuilding all the built-in work units that had been there before. I could go on, but feel the point has been made. The expenses incurred were hardly in the scope of what the retrofit rules should have allowed to be passed on to me.

The entire retrofit job, as had been made clear by the engineers in the information meeting, was based on the rest of the building being pinned to my unit, and consequently, most of the work had to take place in my space or through it. They opened the building from sky to underground in the front and middle of my space so as to drop steel support beams both horizontally and vertically and then welded and soldered it all in place. This after having stapled the floors and ceiling along the periphery of better than 80% of my space, as well as adding a metal strap to the back section. (Between the floor and ceiling demolitions' refuse and 30+ years of accumulated dirt and dust, the welding fumes and debris and the total lack of air circulation, the welding inspectors told me it was too toxic to even have my cat there.) As a result of my temporarily vacating, the work went round the clock, including on weekends, as they tried to accommodate the Pizzeria's hours. (Mr. Shenk did not want to pay the Pizza owner any lost business days, in spite of the other residential tenants being disturbed, and despite the written schedule of work from 8:30 AM to 4:30 PM weekdays.) BMG did manage to finish by their deadline, though they never could have had I not moved out, thereby saving both Mr. Shenk and the engineering firm costly fines.

During this time my unit was continuously left unlocked. Items disappeared, (CD player, work tools, a telephone and answering machine, etc.); lamps and furniture were broken; a window was broken and the workmen informed me that strangers were sleeping there from time to time. Though the retrofit rules state that the landlord must pay up to \$400 per room in moving and storage fees, Mr. Shenk wouldn't pay for my furniture removal, only for my art's storage as he couldn't afford to replace that. (Nor has he reimbursed me for that.) My hand painted floors, a sort of sample for clients, were destroyed, large sections replaced with unfinished plywood, other areas just gouged, scraped and scarred. The retrofit rules state that a landlord must restore the premises to the original state.

In the information meeting it had been explained that sections of our ceilings were to be removed. Knowing that, the upstairs tenant and I decided to take advantage of a difficult situation to install soundproofing at our expense. (She had started a yoga studio and the sound and vibrations during her classes had been a problem since she'd moved in a year prior.) She and I both, on the insistent advice of Ms. Hall of the Mayor's office, asked Mr. Shenk for new leases in advance of our old one's expirations. (Ms. Hall insisted we do no additional work without a new lease to protect ourselves.) We explained to Mr. Shenk that if he'd do that we would once again be improving his building by adding sound proofing and simultaneously redoing the lighting (which should have entailed simply replacing old florescence with modern halogens or tracks). So that all of our

lives could get back to normal, we asked for the new leases as soon as possible so that work could proceed as the retrofit work was being done. Mr. Shenk stalled until July; causing all the renovation to be unnecessarily dragged out. Even more confusing and upsetting, despite the city's ruling that we were residential and rent controlled, Mr. Shenk issued commercial leases with ridiculously low buy out clauses should the building be sold in the interim. I consulted with the Mayor's office again and was told the lease should be residential by city criteria but that we could not be removed summarily, and that we could go ahead and renovate as the lease implied the landlord's foreknowledge and approval.

At the same time, my ceiling had been partially removed revealing years of old sub code electrical wiring and ancient phone cables which I was told were a fire hazard, as was the 1/2" sub code sheetrock. The retrofit inspectors had also pointed out the lack of fire door or any safety measures. For obvious safety reasons, I ended up having to remove all the hazardous wiring and redo all the electrical in my space and in the common hall. I also installed a fire door between my apartment and the one in back. Needless to say, that represented a far greater investment than I'd originally planned on and caused the necessary renovations to be protracted into November.

In November we were informed that Mr. Shenk had sold the building and that he did not know when we would have to move out. At that time we decided to find out what if any rights we had. I was amazed to find that Mr. Shenk, being in violation of a multitude of landlord codes, owed me quite a lot of money if I were to go to the rent board and file suit. Loving the place I'd created, and knowing I'd never find comparable space at the price anywhere in San Francisco I held back.

Since then the atmosphere has changed. Mr. Shenk continues to claim no responsibility for any thing, passing all blame on to the new owners (the Martin Group) who hold the building in escrow. Neighbors have been harassed and some have received eviction notices. I've just received my notice of demolition stating that my lease is to be terminated in March, not August 31st of 2000. It is my understanding that the required permits have yet to be approved and that they can't be unless Mr. Shenk and/or the Martin Group settle with the existing tenants. However, my residential status continues to be ignored, the validity of his commercial lease insisted on.

Up to now I have refrained from filing suit, and will continue to do so until the time comes when all the building permits for this totally redundant project come through. At that time I will file against my landlord / the Martin Group for all the overages due me over the retrofit, including the lack of restitution on my ruined floors, etc, along with the non-cosmetic portions of all the renovation costs, the cumulative lack of standard residential services owed me, and the illegal rent increases, etc. I will simultaneously sue the City's Planning Commission and Economic Development Commission for breaking their own published plans for SOMA by allowing the construction of yet another office tower that is in diametric opposition with all published plans for the preservation and strategic development of SOMA.

At the Oct. 21, '99 Environmental Impact Hearing your office has invited the public to attend re the construction of the 27 story high rise proposed for this site, it would be refreshing to hear something about the importance of preserving South of Market's UMB buildings for manufacturing, of recognizing and keeping affordable housing in San Francisco for clubs, for yoga/meditation and performance spaces, and for artists who need the space. The way in which my building is now being used fills all of the requirements published by the city for UMB buildings in SOMA. All of us residential tenants live and work in our spaces. We are all in the arts and most of us do some production. All of us have hired locals at one time or another and all contribute better than 70% of our incomes directly back into our neighborhood.

Greed can not become the overriding factor in a city and leave that city anything more than a wasteland ghetto for the very rich. Willie Brown campaigned on no Manhattanization. Well, look at what we've got happening now, though with even less forethought than what happened in NYC. This is not a walking city. One needs a car here as there are none of the neighborhood conveniences that allow Manhattan's high density. Public Transportation is terrible and all this new construction is costing 60,000 parking spaces. Who is going to live and work in this area where there is no elementary or high school, no supermarket or Mom and Pop shops, nothing open but fast food and homeless people to walk over when you come in and out of your door. Rich yuppies in the new Silicon alley? Financial District Moguls? How many more office buildings does San Francisco need when the trend is for more people to work at home with a modem, and more and more businesses use teleconferencing and the Internet for meetings? How do office buildings provide jobs for SOMA's population and how do their denizens contribute to our tax base? How do office towers even cater to the Internet Businesses? Those companies require large open spaces at cheap rents. All published job growth projections for the first quarter of the 21<sup>st</sup> Century point to the service industries, not to office related jobs, and the tech community is slowing down to fewer than 20,000 jobs, largely in the manufacturing side, for the entire bay area in that quarter.

Your office should deny the permit for constructing the proposed office building. Mr. Shenk would actually do better financially to apply for a renovation permit and take the existing building up three floors; 6 to 9 market priced live-work yuppie lofts would easily sell for more than what he is selling this sliver for. Meanwhile he'd be providing two floors of artists spaces at below market and could replace the pizza place with a production or manufacturing facility. The lot next door should be no taller than 9 stories and feature a similar break down of floor usage. That would insure appropriate use of these two lots, as outlined in you own plans, as well as preserves the esplanade next door.

This whole sorry story of my loft and this building is a tale of landlord greed and indifference. It may be happening everywhere, but it's not progress. This greed is impoverishing the city's manufacturing and artistic center and ergo San Francisco culturally as a whole, and it's impacting on the diversity that is essential to a city's vibrancy and energy. San Francisco needs to become more vital by aggressively holding on to its small industries. It needs to hold on to the existing, as well as creating more, affordable housing at both the lowest and mid ranges. This will enable the City to hold

onto its poorer citizens so as to have the personnel ready to take on the service positions that represent the real growth in the job market, as well as the entrepreneurial who need affordable space to grow the businesses that will create jobs. It also needs to keep artists, musicians and performers in residence because this is essentially a tourist town and the arts brings tourists, not to mention enrich everyone's lives.

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CONT.

I hope you will attend the meeting and question some of what is going on, not just to me in my loft, but in our entire district and to this city.

Sincerely,

*Alida W Morgan*

Alida W. Morgan  
533 Mission Street  
2<sup>nd</sup> floor front  
San Francisco CA 94105  
Tel# (415) 957-5939



To: Hillary E. Gitelman  
Environmental Review Officer  
Planning Department  
1660 Mission Street      **ALIDA MORGAN**  
San Francisco CA 94103      HAND PAINTED FURNITURE

October 11, 1999

RECEIVED

OCT 14 1999

CITY & COUNTY OF S.F.  
DEPT OF CITY PLANNING

From: Alida W. Morgan  
533 Mission Street 2<sup>nd</sup> fl.  
San Francisco CA 94105  
(415) 957-5939  
ampaint@earthlink.net

Dear Ms. Gitelman,

I am writing to remind you of my letter of October 1st and of the impending Environmental Impact meeting scheduled for the proposed 22 story building planned to replace the UMB structure at 533 Mission Street in the northern part of South of Market. As you can see from my letterhead, I am a resident of the aforesaid building and an artist with a small painted furniture business. I wish to register my opinion on the proposed high rise office tower and what its' impact to me, personally, and to our neighborhood will be.

My take on the phrase "environmental impact" is a broader one than merely considering shadows on neighboring lots and/or the density of traffic patterns (already impossibly congested). I take "environment" to mean the community as a whole and "impact" to refer to the long term effects, either positive or negative, any given project, whether proposed economic redevelopment, new uses, new building or new bus routes, will have on that community.

I have studied all the plans I've been able to find that various city commissions have published on the state of South of Market. From what I have observed over the last two years all those proposals covering "strategies a-f," etc., have amounted to little more than lip service in politically correct language. (As an aside, I'd like to state that describing planning meetings as "well attended" by local citizenry, then citing 40 persons as the group, is a joke in itself. Not only are the participants not named, but, as our district's demographics imply, we are too scattered and too diverse to be accurately represented by so small a group. Furthermore, by the various committees' own admission, there is no common publication for our district, and ergo no real way of letting people know what is being planned until it's a fait accomplit. That indicates that the "40" were probably either City affiliated, or close to the various developers. I am a registered Democrat, literally raised in party politics. My grandfather, Averill Harriman, had me campaigning for Adlai Stevenson at the age of three. Had I, for one, known in advance of the plans for my building, I would have lobbied the Arts community and my various Democratic Party contacts to stop it.)

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None-the-less, let us refer to the published plans for our district, as we have nothing else to work from. (Planning Commission, Redevelopment Agency and The Mayor's Office on Housing, most recent publications.)

What has happened to the need to recognize SOMA's extraordinary ethnic and cultural diversity? We are perhaps the only truly mixed district in the City. We are the homeless, the working poor, the artists and artisans, the small manufacturers and production facilities, the auto repair shops, the clubs and small entrepreneurs. Our demographic is emigrant and native, running the gamut from destitute to rich, illiterate to PHD, and our mean age runs from children to seniors. Many Soma-ites are a special breed. We are not one community but many disparate pocket communities, who have chosen to live and work together in tolerance and to the common good in a way no other district would or could because we've sought out an alternative, pioneering path.

What happened to the expressed need to preserve our industrial character and to holding on to our traditional production and service based industries, while revitalizing those businesses and attracting new business in the form of Internet related services? How do office towers fit that description? And how will another commuter oriented building benefit our area? How many of these future office personnel will actually live in our district adding to our tax base in any meaningful way outside of fast food lunch traffic? Where will they live and at what kind of rent? Where will they park, shop, etc.? Aren't these jobs really only adding to other districts tax base? Isn't it more likely that the greatest portion of these people's income will be spent in other areas?

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What happened to the stated commitment to preserving the UMB buildings and not converting them to expensive live-work lofts? What happened to not demolishing existing UMB buildings for other commercial uses? What happened to affordable housing, and, by the way, since when does "affordable housing" refer exclusively to SRO Hotels and why is the sole focus the Sixth Street Corridor? What happened to not replacing existing affordable housing with commercial projects? (If affordable housing includes middle income as well low income as it should, our building is an example of that as we have been recognized as the northernmost residential and rent controlled live/work unit on the city map since February of 1997.) Where is there any evidence of the propped commitment to artists and their need for large, affordable space? What happened to acknowledging SOMA's cultural life and the idea of strengthening it?

Why is no one concentrating on the lack of basic services, the erosion of parking, the lack of real public transportation? Where are our friendly neighborhood police when they aren't giving out parking tickets and motor vehicle violations? Certainly not on Sixth Street, nor around the rougher clubs, neither are they patrolling the isolated residential patches at night and on weekends. Where are our youth and senior centers? Where are our parks for recreating, for meeting and greeting, for playing with our kids and pets? We are not all addicts. Where are our local medical services (not just the over worked and over crowded city services for indigents that treat mental health, alcohol and addiction)? Where are the schools, local markets and neighborhood shops to service our rapidly growing community while creating a community job base?

Why does economic redevelopment principally refer to real estate developers money hungry schemes for inappropriately placed luxury housing, enormous warehouse sized discount super stores and high density office buildings? These are the big bucks projects that reinforce the empty and dangerous night streets, that attract squatters and addicts by existing only in a half life, and isolate the pocket communities from each other and from the kind of vibrancy all urban communities need to be viable.

Why doesn't an economic redevelopment policy that encourages mixed use address the kind of community needs that strengthen an area by creating "walking" neighborhoods that are open late and on weekends, promoting safety and sense of community, i.e. the small neighborhood based local shops and markets? These businesses can happily co-exist with the traditional service and production sectors and, in fact, improve the quality of life enough to encourage those local business owners and staff to actually reside in our district as well as work here. Such an approach would truly contribute to our areas' renaissance, provided, of course, that middle and low-income housing is built. Why is Costco always sited as an example of a successful community improvement? Outside of the jobs it offers, few, if any of them to locals, it's just another impersonal monolith that adds little to the local environment and only adds to the feeling of wasteland after dark. Ditto Bed Bath and Beyond, etc.

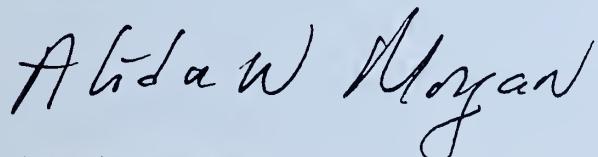
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CONT.

These are the real issues confronting SOMA's future as a successfully integrated mixed use community. This is what "environmental impact" should refer to. This what the October 21<sup>st</sup>, '99 hearing on the environmental impact on our community of yet another 22 stories office tower that boasts one street level 3000 sq.' retail space (that is sure to become a fast food store) and ca. 39 spaces of "valet parking" should really be about.

I will attend the meeting and thank you for your time and attention.

Sincerely,



Alida W. Morgan

**LETTER F – ALIDA MORGAN**

F-1) The concerns raised by the commenter regarding the importance of promoting affordable housing, preserving space for industrial and distribution services, providing adequate parking and transit services, and encouraging pedestrian oriented uses and design are all objectives recognized by the General Plan (and the Planning Code as its implementation tool). However, not all of these are relevant to the currently proposed project or the project site. The project would demolish the 531-533 Mission Street building, displacing approximately 25 office and retail workers and would construct an office tower with 253,000 square feet of office space, 2,000 sq. ft. of retail space, and 39 parking spaces. The new building would employ an estimated 925 persons and about 50 percent of them would be San Francisco residents based on available survey data of downtown office uses.

Although the project site is located South of Market Street, it is within the boundaries of the Downtown Plan Area and not the South of Market Plan Area, as identified in the General Plan. As described in Chapter III.A of the DSEIR, the project site is zoned C-3-O (Downtown Office) and is in a portion of South of Market (generally from Market to Howard Streets between The Embarcadero and Third Street) that is designated in the General Plan as an extension of downtown's most intensive office uses. Specifically, the Planning Code (Section 210.3) identifies the Downtown Office district as intended to play a leading national role in "finance, corporate headquarters and service industries, and serving as an employment center for the region" by consisting of high-quality office development. The proposed project would be in conformance with the intent of this zoning and the objectives of the Downtown Plan.

Although the property is zoned for office uses, maintains commercial leases, and, according to the project sponsor, has no record of building permits for conversion to residential uses, at least three of the tenants of the existing structure on the project site appear to reside in the space they lease. As such, the project would result in the displacement of three housing units. Loss of these units would not result in a significant physical environmental effect because the displacement of three units would not be substantial relative to the City's supply of housing. Further, as stated on p. 59 of the DSEIR, as an office development the project would be required to participate in the City's Jobs-Housing Linkage Program. Assuming payment of the allowable in-lieu fee of \$7.05 per square foot, the project sponsor would contribute approximately \$1.7 million to the production of affordable housing.

The "strategies" to which the commenter refers are taken from the San Francisco Redevelopment Agency's Application for the South of Market Empowerment Zone Strategic Plan. The Strategic Plan is not an adopted plan of the City, but rather was created in order to apply for federal funding to assist the revitalization of the most depressed parts of the City. The plan was developed to assist Census Tract 177 (bounded roughly by Market, 11th, Vermont and 17th Streets) and the adjacent SOMA neighborhood west of 5th Street. The project site is not within this enterprise zone and therefore the strategies for this plan are not intended to apply to the project site or its vicinity.

With regard to the City's effort to retain production, distribution and repair businesses, interim zoning controls that established an Industrial Protection Zone (IPZ) were adopted August 5, 1999.

The IPZ controls apply to lots zoned M-1, M-2, C-M, RSD, SLR, SLI, SPD, SSO in the broadly-defined SOMA area and were primarily intended to stem the conversion of industrial/light industrial land into land used for live/work units. The project site has historically been used primarily for office space and is zoned C-3-O, thus it is not part of the IPZ.



San Francisco Public Transportation Department

949 Presidio Avenue, San Francisco, CA 94115 415.673.6864



8 October '99

Department of City Planning  
Attn: Hillary Gitelman  
1660 Mission Street  
San Francisco, CA 94103-2414

Re: 535 Mission Office Project; 1998.766E

RECEIVED

OCT 12 1999

COUNTY OF S.F.  
CITY PLANNING

Dear Ms. Gitelman:

I am writing in response to your recent request for comments on the Draft Supplemental EIR for the office building located at 535 Mission Street.

The San Francisco Municipal Railway service planning staff note that as an office project, the building is subject to the Transit Impact Development Fee (TIDF). We consider this to be mitigation for any transit impacts.

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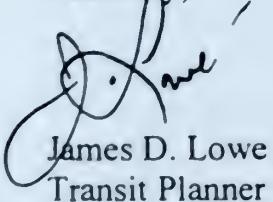
Page 40 indicates that the current project would generate approximately 165 trips – no further detail is given. This seems low for an office project of this size. We would also like to know how much of this ridership is in the peaks and what direction. This information is not included in the supplemental and may have changed since the 1986 Final EIR.

2

We also request that the project sponsor contact our Chief Inspector at 554-9286 if construction activities could affect our transit operations on Mission Street.

3

Sincerely,



James D. Lowe  
Transit Planner

Cc: N Whelan, Deputy GM  
P Straus, Mgr. of Service Planning  
JDL, SP Chron

**LETTER G – JAMES D. LOWE, SAN FRANCISCO PUBLIC TRANSPORTATION  
DEPARTMENT**

- G-1) As noted in the DSEIR, although the proposed project would not result in significant transit impacts that would require mitigation, the project would be subject to the Transit Impact Development Fee as required by City ordinance.
- G-2) The proposed project would generate approximately 3,950 daily person trips, of which approximately 1,975 would be transit trips. Of those trips, approximately 155 would be outbound during the P.M. peak-hour and 10 would be inbound during the p.m. peak-hour. The modal trip assignment was based on standard methodology prescribed in the San Francisco Department of City Planning Guidelines and data available for downtown office buildings in the Citywide Travel Behavior Survey.
- G-3) This comment does not address the adequacy of the Draft EIR, however this information will be provided to the project sponsor.



## DEPARTMENT OF TRANSPORTATION

P O BOX 23660  
OAKLAND, CA 94623-0660  
Tel: (510) 286-4444  
Fax: (510) 286-5513  
TDD (510) 286-4454

October 21, 1999

RECEIVED  
OCT 25 1999  
CITY & COUNTY OF S.F.  
DEPT OF CITY PLANNING



SF-080-05.56  
SF080080

Ms. Hilary Gitelman  
Environmental Review Officer  
City and County of San Francisco, Planning Department  
1660 Mission Street  
San Francisco, CA 94013

Dear Ms. Gitelman:

**Draft Supplemental Environmental Impact Report (DSEIR) for the 535 Mission Street Office Project, Case No. 1998.766E; City and County of San Francisco**

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. We have examined the DSEIR and have the following comments to offer:

1. The environmental document should include an analysis of the project's impact on Interstate 80 (I-80). An operational analysis along with existing and projected traffic volumes should be included so that we may evaluate the traffic impacts of the proposed project to I-80 and other state facilities. Such an analysis should consider the anticipated cumulative impacts of other planned projects in the vicinity of the proposed project site.
2. Further, it is important that the project sponsor understand that Caltrans is currently designing the San Francisco Oakland Bay Bridge (SFOBB) Western Span Retrofit project, which will be under construction by the end of year 2000 and will take five to seven years to complete. As part of this project, the proposed SFOBB west approach project would involve a retrofit of the concrete freeway section of I-80 in San Francisco between 5th Street and the Bay Bridge anchorage. This part of the project would include the following stages:
  - (a) Constructing a new westbound structure on state-owned land adjacent to the existing I-80, including building a temporary freeway structure to reroute and accommodate traffic in the interim.
  - (b) Removing and rebuilding the old section of concrete freeway between 5th Street and the Bay Bridge anchorage.

- (c) Rerouting traffic onto the newly built freeway structures and removing the temporary freeway sections.

We anticipate that there will be three primary construction impacts during work on the SFOBB west approach project: significant traffic congestion, loss of existing parking areas and noise impacts from construction activities. In addition, the Fremont street ramp and bus ramps connecting to the Transbay Terminal are also part of the proposed retrofit project. Under this stage, both the east loop and the Fremont Street off-ramp structures off the west approach to SFOBB will be torn down and rebuilt or retrofitted. Therefore, regional access to the subject development site, which may be partially via the Fremont Street ramps and/or the 5th street on and off ramps, may be severely impacted.

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CONT.

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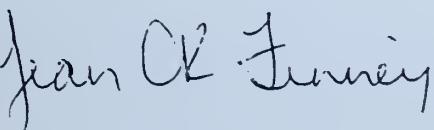
4. Finally, should there be a need to perform any work or traffic control within the State right-of-way (ROW), please note that such activities will require an encroachment permit. To apply for an encroachment permit all applicants are required to submit a completed application with appropriate environmental documentation and five (5) sets of plans (in metric units) which also show State ROW to the following address:

G. J. Battaglini, District Office Chief  
Office of Permits  
Caltrans, District 04  
P. O. Box 23660  
Oakland, Ca 94623-0660

Thank you for the opportunity to work with you on this project. We look forward to reviewing a copy of the Final Environmental Impact Report (FEIR) once it is completed. If you need any further information or have questions regarding this letter, please call Nandini N. Shridhar, AICP, of my staff at (510) 622-1642.

Sincerely,

HARRY Y. YAHATA  
District Director

By 

JEAN C. R. FINNEY  
District Branch Chief  
IGR/CEQA

## LETTER H – JEAN C. R. FINNEY, CALTRANS

H-1) As described on page 39 of the DSEIR, the proposed project would generate approximately 62 vehicle trips during the p.m. peak hour. Based on the estimated 62 trips, the DSEIR concluded that the proposed project would not substantively contribute to a degradation in the level of service at local intersections under short-term, interim cumulative, or longer-term cumulative conditions. Similarly, the contribution of the proposed project to expected traffic volumes on Interstate 80, which are substantially greater than those on local streets, would be insignificant (well below 1%).

Further, it should be noted that freeway on-ramps in San Francisco effectively “meter” traffic entering the freeway during congested periods because these ramps are generally at capacity. Thus, the project could not affect the overall capacity or performance of Interstate 80 or other regional freeways. As such, no further analysis was required or performed in the DSEIR in order to determine that the proposed project would not result in a significant impact on nearby freeways.

- H-2) The commenter's input regarding the San Francisco-Oakland Bay Bridge Western Span retrofit project is noted. As is the case with the other existing and proposed developments in the vicinity of the project site, vehicular access problems and parking shortages are likely to occur during phases of the retrofit project.
- H-3) The commenter's input regarding the potential need to perform any work or traffic control within the State right-of-way is noted.

## SECTION D

### PUBLIC HEARING COMMENTS AND RESPONSES

This chapter contains a transcript of the public hearing on the Draft EIR and the responses to each of those comments. Each substantive comment on the Draft EIR is labeled with a number in the margin and the response to each comment is presented following the commenter's remarks. For purposes of sequential reference with the written comments, these comments are designated as though they were contained in comment letters. Therefore, comments from the first speaker at the public hearing are answered in responses I-1, I-2, etc., from the second commenter, in responses J-1, J-2, and so on.

#### Comments

I have one question. There is a discussion in the EIR of turning Shaw Alley into a pedestrian walkway, and I just am curious about how that is viewed in terms of traffic patterns and what purpose these smaller streets serve. Are they sort of little pressure relievers for traffic? And what is the implication, then, in the middle of the day if you block traffic from them? So I would be interested in a fuller discussion of that, because turning it into a pedestrian walkway sounds wonderfully charming, but I just wonder what the impacts are in the area of that block. (Commissioner Beverly Mills) I-1

#### Responses to Comment I

- I-1) As noted on p. 24 of the DSEIR, the project sponsor has proposed, subject to City approval, that the partial-block length of Shaw Alley adjacent to the project site be converted to a pedestrian lane only during midday hours. If approved, Shaw Alley would be open to vehicular traffic during the morning and late afternoon.

In general, the alleys in downtown San Francisco have historically served as service streets, used primarily for deliveries and as relievers when adjacent streets experience congestion. More recently, many alleys have been recognized for their potential as pedestrian through-ways and amenities.

Shaw Alley is a one-way southbound alley that extends from Mission Street to Minna Street, itself a narrow one-way westbound alley. Because of its traffic-flow direction as it relates to Minna Street and its limited length, Shaw Alley serves little or no through-traffic purpose and the volume of traffic that uses it is very limited. Based on observation, the limited traffic the alley gets is from vehicles entering it from Mission Street that are seeking to enter the Transbay Terminal parking lot on the south side of Minna Street. Because the Transbay Terminal lot is primarily used by commuters to the downtown and South of Market, most of the traffic that uses Shaw Alley for this

purpose is during the morning hours and therefore would not be affected by the alley's midday closure to vehicles.

The current nature and volume of traffic on Shaw Alley would likely not be affected by vehicles associated with The Century, a residential tower currently under construction to the southwest of the project site on the south side of Minna Street. The garage entrance for The Century will be on Natoma Street and the drop-off area will be on the eastern side of the development between Minna and Natoma Streets. Thus, the circulation pattern would direct traffic from Second Street onto Natoma and Minna Streets and would not affect Shaw Alley. Pedestrians accessing The Century would make use of Shaw Alley during closures.

In addition, a development project proposed at 555 Mission Street is currently undergoing environmental review. If approved and constructed as proposed, this new office building would have vehicular access to limited parking via Minna Street and could increase the use of Shaw Alley by vehicles and pedestrians.

No significant impacts related to existing or future uses of Shaw Alley have been identified. The Interdepartmental Staff Committee on Traffic and Transportation will consider all relevant factors before deciding to approve or deny the proposed partial street closure.

#### Comments

Commissioners, my name is Lloyd Schloegel. I'm addressing you on the subject of the proposal at 535 Mission Street in downtown San Francisco. This is a proposal to build a 22-story office building across the street from Golden Gate University, a business school in downtown San Francisco.

This new building would be located directly across the street from Golden Gate University. Such a large office building could only be an intrusion upon the university environment. In addition, I think the school environment should be protected from this type of nuisance. I think that there is probably no other university campus in the state that is bothered by a 22-story building sitting directly across from it. This is a rather tall structure for a university campus environment.

J-1

This site was previously used as a parking lot in downtown San Francisco. I'd go as far as to say that the city needs its downtown parking lots. It does not need another 22-story office building in this area. There is a vacant office space nearby. In fact, there is a large amount of office space within a few blocks of this proposed building, and there is also a new building just down the street, which is just completed and not yet rented.

J-2

So there's ample office space in the area. I do not see a need for this particular project. The city should work at renting the office space which it presently has and not be constructing new office buildings for which it has no need. (Lloyd Schloegel)

#### Response to Comment J

- J-1) The project site consists of two lots, one of which is occupied by the 531 Mission Street building that has been there for more than 50 years. The other lot, at the corner of Mission Street and Shaw Alley, was occupied by the 535 Mission Street between 1918 and 1991, when it was destroyed by

fire and subsequently demolished (as stated on p. 27 of the DSEIR). Since 1991, that portion of the project site has sat vacant and has not been used as a parking lot.

- J-2) Golden Gate University is located on the north side of Mission Street, directly across the street from the project site, in the downtown office district of San Francisco. As such, adjacent to the University are numerous high-rise office buildings, including 71 Stevenson, 49 Stevenson and the Ecker Square Building. In addition, a new 31-story office tower was recently approved for construction at 554 Mission Street, the site adjacent to the University to the west. The 100 First Street and 101 Second Street buildings are located on the same block on the south side of Mission Street. Given the existing intensely urban context, the proposed project would not substantially alter the predominate nature of the land uses in the vicinity of the University.

With regard to specific environmental effects that the proposed project could have on the University, the DSEIR addresses such issues in its analysis of visual quality, transportation, air quality, shadow and wind effects. The DSEIR concludes that although the proposed project would alter the visual quality of the site and contribute to adverse transportation, air quality, shadow and wind effects, the degree to which the project would have an effect would be less than significant.

#### Comments

Good afternoon. My name is Terry Foster. I'm a property manager for 100 First Street, which is owned by 100 First Plaza Partners. We reviewed the EIR for the proposed project at 535 Mission Street and have some serious concerns about the effect the project would have on our sun terrace. The sun terrace, which is located above the garage between the 100 First Street tower and the site proposed for 535 Mission Street, is an integral part of our operation. This public open space was built and has been meticulously maintained as far as the city mandate for the development of 100 First Street.

Upon review of the shadow study, it's clear that the sun terrace will be completely shaded by 1:00 p.m. or earlier throughout the year. This poses a great concern to ownership, management and our tenant population, who utilize this space for breaks, lunches, meetings and special events. The building management also hosts several special events each year and has made this space available to the Transportation Management Association of San Francisco for promotional events.

I've also been informed by our landscape contractor, the Sheer Company, that this amount of shading will have great affect on our plant life, most significantly the many colorful flowers we keep in bloom year-around. We considered the sun terrace amenity of great importance in order to maintain a level of class and service we've been providing in our building. We want to go on record as supporting development of the land at 535 Mission Street as it improves our overall quality of neighborhood. However, we urge you to insist on designer visions that would give greater consideration to the sun terrace and its users, both at 100 First Plaza and the surrounding neighborhood. I also have with me letters from several of our key tenants, who oppose the design of the building. I'd like to submit them to you. (Karen Foster)

K-1

#### Responses to Comments K

- K-1) Please see the response to Comment A-1.

Comments

Good afternoon. My name is Alida Morgan, and I'm a resident at 533 Mission Street, which is one of the lots in that parcel. I am both a fine artist and a small manufacturer of painted furniture and related design products. Since the 1997 retrofitted UMB building, ours has been the northern most lived-in work unit recognized on the city map and has been designated residential and rent control despite the fact that we all work in our residences. My neighbors are or were, some of them are now deceased, musicians and thrown out of the building; musicians who work in sound studios as well as in print and media to pay their bills; an internet designer, who also ran a yoga studio out of her space; a group of CCAC students of architecture, who all run projects out of their space; my husband, a psychiatrist, is starting an Internet business out of our home. We have all hired and trained various members of -- the most down and out members of our community.

Speaking for myself, four of my homeless were teenage runaways; three of those are now off of heroin and in school; two have Pell Grants for graphics and film; one is studying interior design. Of my older homeless, one is now custodian of the Sumner Gallery, and another is starting this week as the janitor of Hospitality House. Several are selling their work on the street, artwork on the street. Two of my mentally ill are on SSI, after my husband and I intervened and they are living in SRO hotels in our district. The redevelopment agency's strategic plan for SOMA as an economic empowerment zone describes our area as a socially, culturally, and economically diverse population that lives in a mixed-use area where cultural, public and commercial establishments are intermixed. Its stated goals for our community include encouraging and improving mixed use and cultural character of SOMA. Strategy E, for example, encourages job creation and employment development by promoting a variety of light industrial and neighborhood serving facilities. Where does an office tower fit that description?

Strategy F promotes economic development from local artists and arts organizations including hiring and training locals. We all do. You also say that we should be expanding artists' dedicated studio spaces and developing or keeping affordable live and work spaces. Ours is just that. Strategy K protects against loss of UMB buildings. Ours is one of those except they're not renovated. Strategy L, the public is to retain and expand existing businesses. That's not going to happen. Strategy A, under "housing" in that same plan, is about expanding affordable housing, including live/work, and developing a market rate for that. None of these strategies are being activated from rezoning 533 Mission. Now, we come to the published report on SOMA. Having studied the commission's resolutions on SOMA as an industrial protection zone with a slant towards mixed use, particularly live/work and service or artisan-based businesses, I fail to see how another office tower fits that picture.

The way in which 533 Mission is being used now is exactly what the plan provides for. Affordable space in a reinforced UMB building for art and artisan businesses that serve our community and provide jobs or will, as some of these are being developed, within it, i.e., wholesale, wholesalers and retailers of furniture, et cetera, manufacturers of fixtures, display furniture, custom wood and metalworks, multimedia and film producers, web page and graphic designers, sound recording firms and artists, printers, designers and photographers.

Tearing down 533 for an office tower violates that commitment to legal dwelling spaces and to existing businesses from falling into SOMA's express purposes and character. Again, how does an office tower with one street level space for fast food and 39 valet parking spaces fit into any of what your own published goals are? This is an environmental impact hearing. I take "environment" to mean community as a whole and impact to refer to the long-term effects, either positive or negative, of any given project for its proposed economic development, new use, new building or new bus zones will have on the community.

L-1

As far as I can see, all the strategies A through F, et cetera, are nothing but lip service. What has happened to the need to recognize SOMA's extraordinary ethnic and cultural diversity? What's happened to the express need to preserve our industrial character and for holding onto our traditional production service-based industries while revitalizing those businesses and attracting the new businesses in the form of the interactive services? How will another commuter-oriented building benefit our area? (Alida Morgan)

L-1

Cont.

Response to Comment L

- L-1) Please see the response to Comment F-1. Also, it should be clarified that the proposed project does not include rezoning of the project site as suggested by the commenter. The project site is zoned C-3-O (Downtown Office) and the proposed project would not seek to alter that designation.



## ● **CHAPTER IX**

### APPENDICES

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- A: Comparison of 1986 FEIR Design With Current Design
- B. Technical Memorandum—Potential Wind Conditions, August 4, 1999
- C. Mitigation Measures Identified in the 1986 FEIR That Are No longer Applicable



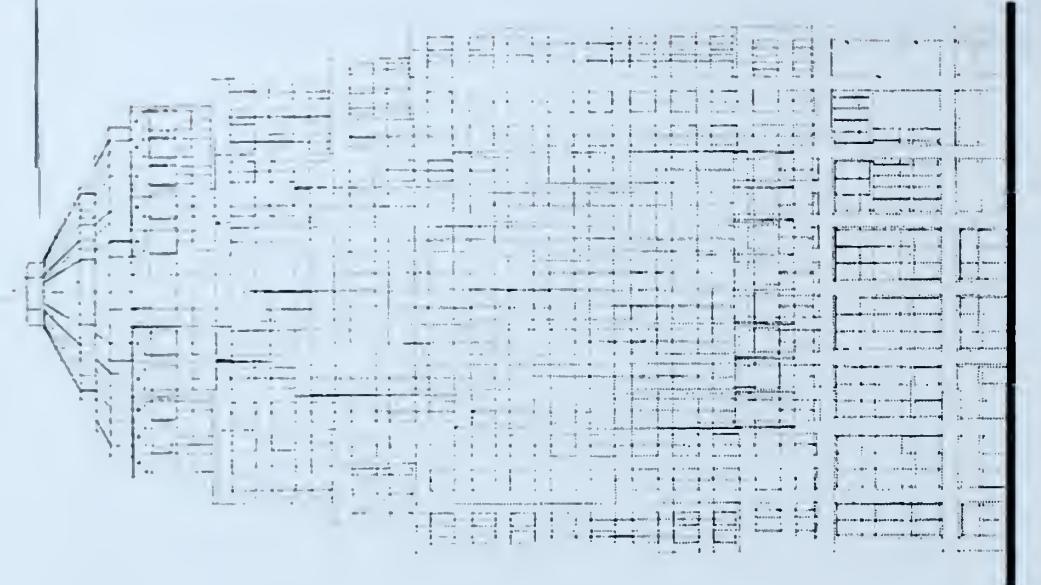
## **APPENDIX A**

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### **COMPARISON OF 1986 FEIR DESIGN WITH CURRENT DESIGN**

300 0'

293.5'  
276.5'

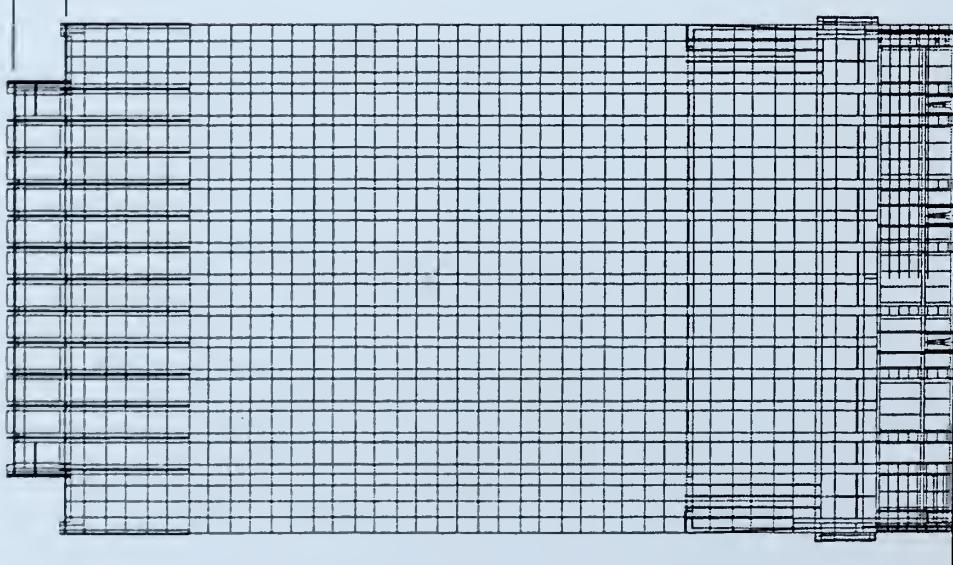


1986 FEIR Design

Minna Street  
Mission Street

Current Project Design

0 50  
Feet



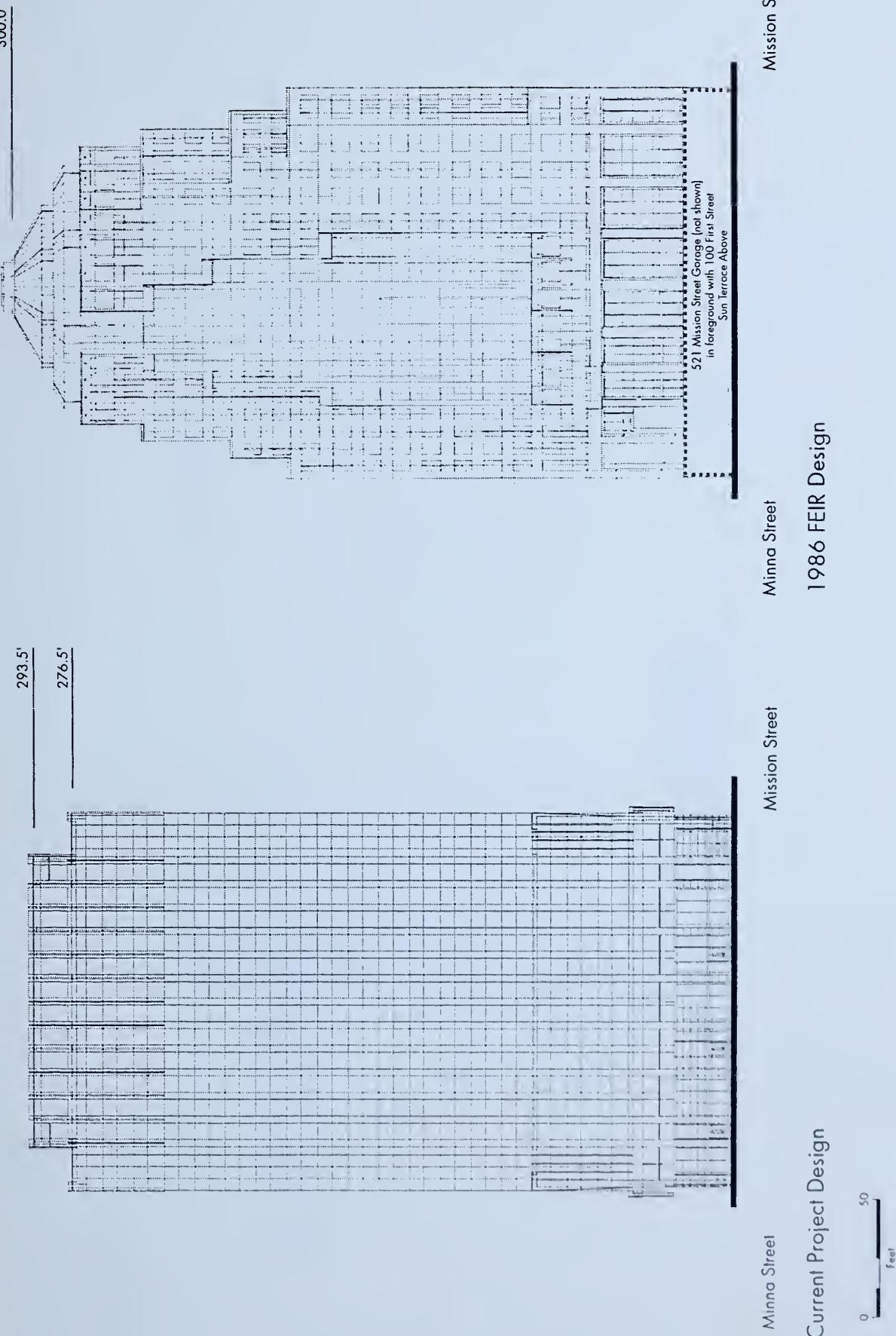
Minna Street  
Mission Street

SOURCE: Hellmuth, Obata & Kassabaum; Heller & Leake ■ 535 Mission Street / 980392 ■  
**Figure A-1**  
West Elevation Comparison

**Figure A-2**  
East Elevation Comparison

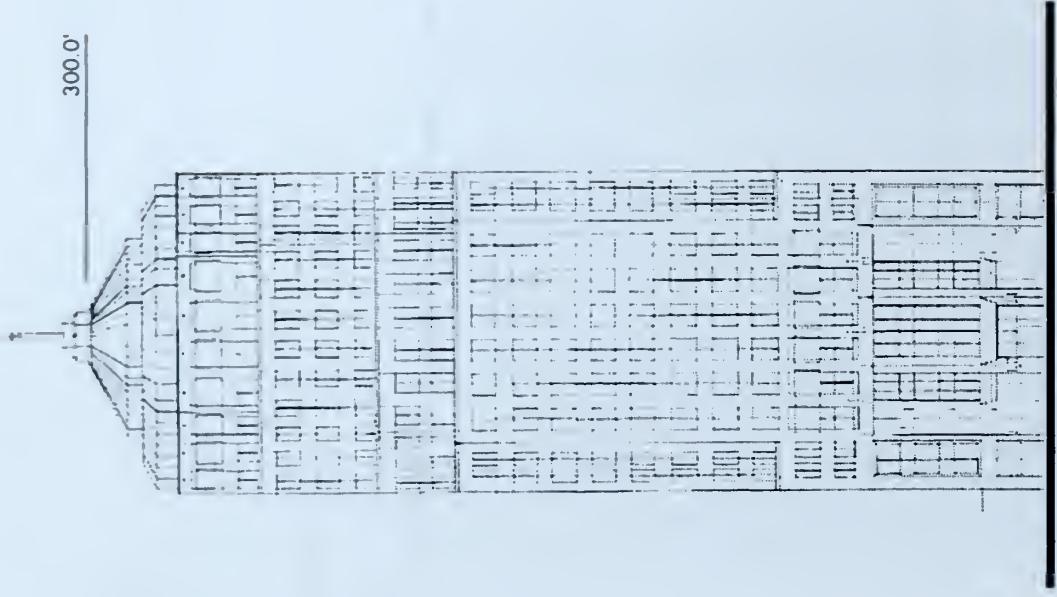
535 Mission Street / 980392 ■

SOURCE: Hellmuth, Obata & Kassabaum, Heller & Lekke

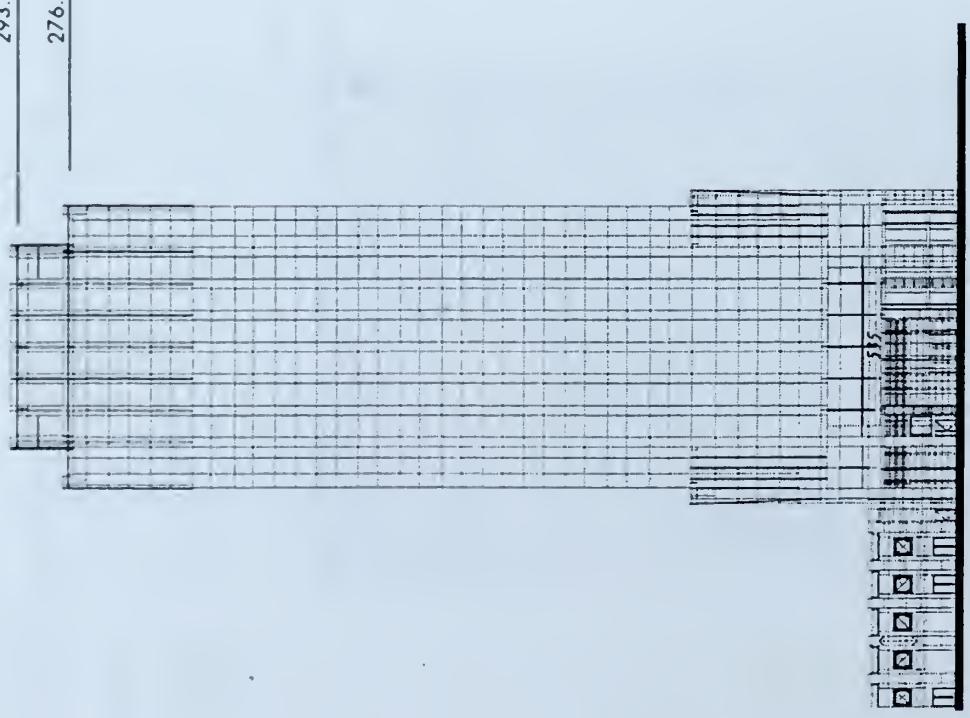


535 Mission Street / 980.392 ■  
**Figure A-3**  
North Elevation Comparison

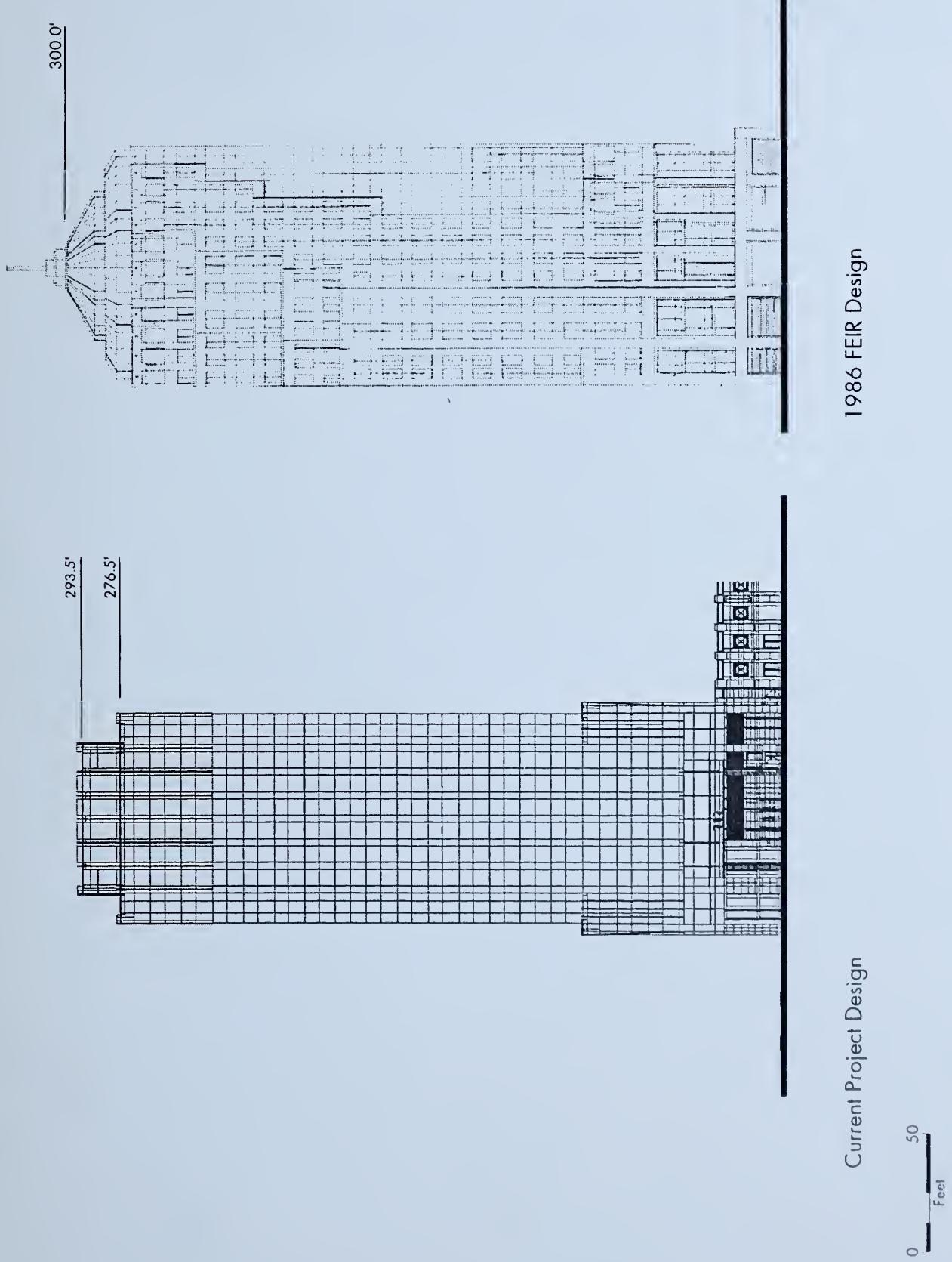
1986 FEIR Design



Current Project Design



SOURCE: Hellmuth, Obata & Kassabaum, Heller & Leake



535 Mission Street / 980392 ■  
SOM(KC) Helminich, Obata & Kassabaum, Heller & Lekke  
**Figure A-4**  
South Elevation Comparison



## **APPENDIX B**

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**TECHNICAL MEMORANDUM – POTENTIAL WIND CONDITIONS,  
AUGUST 4, 1999**

# TECHNICAL MEMORANDUM

TO: **Hillary Gitelman**  
San Francisco Department of City Planning  
1660 Mission Street  
San Francisco, CA 94103

FROM: **Charles Bennett**  
Environmental Science Associates  
225 Bush Street, Suite 1700  
San Francisco, CA 94104

DATE: **February 4, 1999, Rev. August 4, 1999**

SUBJECT: **Potential Wind Conditions**  
**Proposed 535 Mission Street High-Rise**  
**San Francisco, California**  
**ESA 980392**

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## I. INTRODUCTION AND OVERVIEW

Wind-tunnel tests were performed for the 535 Mission Street High-Rise proposed to be located on the block bounded by First, Mission, Second and Minna Streets, in the City of San Francisco, in order to define the pedestrian wind environment that would exist around the proposed project. Pedestrian-level wind speeds were measured at selected points for the site as it presently exists and for the proposed project in the existing setting, to quantify resulting pedestrian-level winds in public spaces near the proposed project. A project alternative and a cumulative development scenario that included the project were also tested. Two sets of tests were preformed, one in December 1998 and one in July 1999. The results of both sets are reported in this revised memorandum.

Details of the background and test methods are presented in Section II, Background. Test results and discussion are presented in Section III, Study Results, and Section IV summarizes the findings and conclusions. An overview of the test results and conclusions follows.

### *Test 1: Existing Setting - TEST 1 - July 1999*

The existing setting consists of all existing buildings together with all approved, but yet unbuilt or uncompleted buildings in the vicinity of the site<sup>1</sup>. Approved, but yet unbuilt or uncompleted buildings include the 101 Second Street building (under construction) at the corner of Second and Mission Streets, The Century (Natoma Mews) building across Minna Street from 101 Second Street and the 524 Howard Street building. Further upwind, in the Yerba Buena Redevelopment Area are the Millennium Building on Central Block 1, the Sony Entertainment Building on Central Block 2 and the Starwood Hotel (under construction) on East Block 2. Also included is the Moscone Expansion Project, at Fourth Street.

The existing wind conditions range from sheltered to moderately windy; the average wind speed is just under 9 mph. Wind speeds in pedestrian areas range from 4 mph to 14 mph. In general, the highest ground-level wind speeds in the vicinity of the site occur along Minna Street, west of Shaw Alley, where wind speeds of 13 mph and 14 mph exist at two locations and on the south side of Mission Street, west of Shaw,

<sup>1</sup> Other approved or under construction buildings in the area were not included in the existing setting, for the following reasons: the One Second Street building (approved) is not expected to be built in the foreseeable future; and, the 246 Second Street Condominium High-Rise is too far south to affect the wind conditions of the site.

where wind speeds of 13 mph and 14 mph exist at two locations. The wind speeds<sup>2</sup> at nine of the 31 applicable existing locations exceed the Planning Code's pedestrian-comfort criterion value of 11-mph.

Wind speeds of 1 mph to 6 mph exist at five seating area locations in nearby public open spaces, the 100 First Street sun terrace and the entrance to Golden Gate University. All five meet the seating-comfort criterion of the Planning Code.

The Code's wind hazard criterion currently is exceeded at two of the 36 locations. Both exceedances occur on Minna Street, west of the project site. The total duration of these exceedances is 3 hours per year.

#### *Test 2: Project in the Existing Setting - TEST II - July 1999*

The project setting consists of the project added to the existing setting buildings.

With the project, wind conditions would remain sheltered to moderately windy. Compared to the Existing conditions, the average wind speed would decrease to less than 9 mph. The Project would reduce existing wind speeds at 15 of the 36 locations and increase existing wind speeds at nine locations. Existing wind speeds would remain unchanged at 12 locations.

Wind speeds in pedestrian areas would range from 5 mph to 14 mph. The highest wind speeds in the vicinity (13 mph and 14 mph) would occur on Minna Street, west of Shaw Alley, while wind speeds of 12 mph would occur on the south side of Mission Street, west of the project site.

With the project, a total of six existing exceedances of the pedestrian-comfort criterion would continue to occur. The project would add two new exceedances and would eliminate three of the nine existing exceedances.

Wind speeds would increase at three of the five existing open space locations<sup>3</sup>. Wind speeds at one location on the 100 First Street sun terrace would exceed the seating-comfort criterion value of 7 mph; this would be a new exceedance.

On Minna Street, wind speeds would increase by as much as 4 mph adjacent to the Project, and remain unchanged or decrease by as much as 2 mph at other locations. On Mission Street wind speeds would vary, increasing or decreasing by as much as 2 mph on the north and south sides of Mission Street, east of Shaw Alley, and decreasing by as much as 3 mph west of Shaw Alley.

#### *Hazard Conditions*

The wind hazard criterion currently is exceeded at two locations. With the Project, one existing exceedance, with a duration of about 1 hour per year, would be eliminated. Another exceedance, with a duration of about 2 hours per year, would remain. The total duration of all exceedances would be about 2 hours per year.

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<sup>2</sup> The term *wind speed* refers here to *equivalent wind speed* (including the effects of turbulence) that are exceeded a specified percentage of time: 10% of the time for pedestrian comfort comparisons and one hour per year for wind hazard comparisons. See Section II for definitions.

<sup>3</sup> Although portions of the project open space are proposed to be used for an outdoor cafe, the seating would not be permanent seating and is not regarded as falling under the seating-comfort criterion of the Planning Code.

### *Project Mitigation Measures*

The exceedance of the seating comfort criterion at one location in the sun terrace can be mitigated by the use of street furniture or landscaping.

No mitigation is required for exceedances of the pedestrian-comfort criterion. One new pedestrian-comfort criterion exceedance would be caused by the Project, at the corner of Shaw and Minna Streets. In addition, three of the nine existing exceedances would be eliminated by the Project. Another project exceedance and another existing exceedance would be eliminated when the cumulative development of the immediate vicinity has occurred.

The Project open space would include portions of the width of Shaw Alley, the project open space, for most of the alley's length, for outdoor seating and cafe use. However, the wind speed in this area would not meet the seating-comfort criterion. Further mitigations, such as the use of porous screens (i.e. lattice work or fencing with planters) oriented perpendicular to Shaw Alley, may be sufficient to slow winds along Shaw Alley from Mission to Minna Street. This combination of measures may provide wind conditions suitable for the intended cafe uses for much of the time.

#### *Test 3: Project with Cumulative Development - TEST II - July 1999*

The Project with Cumulative Development setting adds all reasonably foreseeable future high-rises to the project setting. The buildings added for the Cumulative Development setting were: 554 Mission, One Second Street, and two proposed 400 to 500 ft. high-rise hotel, residential and commercial high-rise buildings on Yerba Buena East Block 1 and Yerba Buena East Block 2<sup>4</sup>.

With the Project with Cumulative Development, wind conditions would remain sheltered to moderately windy; the average wind speed would decrease slightly, compared to Project conditions, to about 8 mph or slightly less than the average speed under Existing conditions. The Project with Cumulative Development would reduce Project wind speeds at 15 of the 36 locations and increase Project wind speeds at two locations. Project wind speeds would remain unchanged at 19 locations.

Cumulative development would eliminate one of the existing exceedances and two of the project exceedances of the pedestrian-comfort criterion, and would leave five of the existing exceedances remaining, for a total of five pedestrian-comfort exceedances.

Wind speeds would decrease at four of the five open space locations. The one Project exceedance of the seating-comfort criterion in the 100 First Street sun terrace (#32) would be eliminated.

Cumulative development would eliminate the existing wind hazard exceedance and would not cause a new wind hazard exceedance.

On Minna Street, wind speeds would decrease by as much as 2 mph adjacent to the Project, and remain unchanged or decrease by as much as 1 mph at other locations. On Mission Street east of Shaw Alley, wind speeds would remain unchanged or decrease by as much as 1 mph. On the south side of Mission Street, west of Shaw

<sup>4</sup> Other pending, approved or under construction buildings were not included in the cumulative development scenario, for the following reasons: the pending Bloomingdales building is too far west to affect the wind conditions of the site; and, the 246 Second Street Condominium High-Rise is too far south to affect the wind conditions of the site. Note that the One Second Street building was included in the Cumulative Development test.

Alley, wind speeds would increase by as much as 2 mph mid-block between Shaw and Second Street, with locations closer to Second Street remaining unchanged.

At the nine points (#3-8, 12, 35, 36) on Minna Street, between First and Second Streets, wind speeds would range from 5 mph to 14 mph, with the higher speeds continuing to occur only west of Shaw Alley. At the one location (#6) on Shaw Alley, wind speeds would decrease by 2 mph, to become 10 mph. Wind speeds at three (#7, 35, 36) of the nine locations would continue to exceed the pedestrian comfort criterion; the number of exceedances on Minna would decrease to three.

#### *Hazard Conditions*

With the project, the wind hazard criterion still would be exceeded at one location on Minna Street, west of Shaw Alley. With the Project plus Cumulative Development in place, the project exceedance would be eliminated.

#### *Test 4: Alternative in the Existing Setting - TEST I - December 1998*

The alternative setting consists of the alternative design added to the existing setting from TEST I, December 1998. Note that adjustments have been made to the wind speed values from the TEST I setting as described in Section III.

With the alternative, wind conditions would remain sheltered to moderately windy. Compared to the Existing conditions, the average wind speed would increase, by about 1/2 mph, to just over 9 mph. The alternative would reduce existing wind speeds at seven of the 34 locations and increase existing wind speeds at 12 locations. Existing wind speeds would remain unchanged at 15 locations.

Wind speeds in pedestrian areas would range from 6 mph to 16 mph. The highest wind speeds in the vicinity (13 mph and 16 mph) would occur on Minna Street, west of Shaw Alley, while wind speeds of 12 mph and 13 mph would occur on the south side of Mission Street, west of the project site.

With the alternative, eight of nine existing exceedances (including locations #35 and 36) of the pedestrian-comfort criterion would continue to occur. The alternative would add no new pedestrian comfort exceedance and would eliminate one existing exceedance.

Wind speeds would increase at two of the five existing open space locations<sup>5</sup>. Wind speeds at one location on the 100 First Street sun terrace would exceed the seating-comfort criterion value of 7 mph; this would be a new exceedance.

On Minna Street, wind speeds would increase by as much as 3 mph adjacent to the alternative, and remain unchanged or decrease by as much as 2 mph at other locations. On Mission Street wind speeds would vary, with increases of up to 2 mph on the north and south sides of Mission Street, east of Shaw Alley, and decrease by as much as 2 mph west of Shaw Alley.

#### *Hazard Conditions*

With the alternative, the existing exceedance on Minna Street, west of Shaw Alley would continue, with no change in its 1 hour per year duration.

<sup>5</sup> Although portions of the project open space are proposed to be used for an outdoor cafe, the seating would not be permanent seating and is not regarded as falling under the seating-comfort criterion of the Planning Code.

## II. BACKGROUND

Tall buildings and structures can strongly affect the wind environment for pedestrians. In cities, groups of structures tend to slow the winds near ground level, due to the friction and drag of the structures themselves. Buildings that are much taller than the surrounding buildings intercept and redirect winds that might otherwise flow overhead, and bring them down the vertical face of the building to ground level, where they create ground-level wind and turbulence. These redirected winds can be relatively strong and also relatively turbulent, and can be incompatible with the intended uses of nearby ground-level spaces.

Moreover, structure designs that present tall flat surfaces square to strong winds can create ground-level winds that can prove to be hazardous to pedestrians in the vicinity. It is worth noting, however, that structural measures can be developed (usually overhead structures) to reduce the speed of the winds to levels that are acceptable.

Although the proposed high-rise building would be large enough to be expected to cause ground-level wind problems for pedestrians if it were standing alone, the placement of the structure near a number of high-rise buildings along Market Street would be expected to reduce the speed of winds from the west and northwest while still exposing the project site to the potential of turbulent winds. Wind-tunnel testing is necessary to determine whether or not unsuitably strong winds would be present after the project is built.

### Existing Climate and Wind Conditions

Average winds speeds in San Francisco are the highest in the summer and lowest in winter. However, the strongest peak winds occur in winter. The highest average wind speeds occur in mid-afternoon and the lowest in the early morning. Westerly to northwesterly winds are the most frequent and strongest winds during all seasons. Of the 16 primary wind directions, four have the greatest frequency of occurrence as well as they make up the majority of the strong winds that occur; these are northwest, west-northwest, west and west-southwest winds.

Data describing the speed, direction, and frequency of occurrence of winds were gathered at the old San Francisco Federal Building at 50 United Nations Plaza (at a height of 132 ft.) during the six-year period, 1945 to 1950. Measurements taken hourly and averaged over one-minute periods have been tabulated for each month (averaged over the six years) in three-hour periods using seven classes of wind speed and 16 compass directions. Analysis of these data shows that during the hours from 6:00 a.m. to 8:00 p.m., about 70% of all winds blow from five of the 16 directions, as follows: Northwest (NW), 10%; West Northwest (WNW), 14%; West (W), 35%; West Southwest (WSW), 2%; Southwest (SW), 9%; and all other winds, 28%. Calm conditions occur 2% of the time. More than 90% of measured winds over 13 mph blow from the NW, WNW, W, WSW, or SW.

### Wind Speed and Pedestrian Comfort<sup>6</sup>

The comfort of pedestrians varies under different conditions of sun exposure, temperature, clothing, and wind speed. Winds up to four miles per hour (mph) have no noticeable effect on pedestrian comfort. With winds from four to eight mph, wind is felt on the face. Winds from eight to thirteen mph will disturb hair, cause clothing to flap, and extend a light flag mounted on a pole. Winds from 13 to 19 mph will raise loose paper, dust and dry soil, and will disarrange hair. For winds from 19 to 26 mph, the force of the wind will be felt on the

<sup>6</sup> Lawson, T.V. and A.D. Penwarden, "The Effects of Wind on People in the Vicinity of Buildings," Proceedings of the Fourth International Conference on Wind Effects on Buildings and Structures, London, 1975, Cambridge University Press, Cambridge, U.K., 605-622 1976.

body. With 26 to 34 mph winds, umbrellas are used with difficulty, hair is blown straight, there is difficulty in walking steadily, and wind noise is unpleasant. Winds over 34 mph increase difficulty with balance and gusts can blow people over.

### City Planning Code Requirements

The City Planning Code Section 148, Reduction of Ground-Level Wind Currents in C-3 (Downtown Commercial) Districts, requires buildings to be shaped so as not to cause ground-level wind currents to exceed, more than 10% of the time, 11 mph in substantial pedestrian use areas, and 7 mph in public seating areas. Similarly, the Code requires that buildings not cause equivalent wind speeds to reach or exceed the hazard level of 26 mph as averaged for a single full hour of the year, or 0.011416% of the time. These comfort criteria are based on wind speeds that are measured for one minute and averaged. In contrast, the hazard criterion is based on winds that are measured for one hour and averaged; when stated on the same basis as the comfort criteria winds, the hazard criterion speed is a one-minute average of 36 mph.<sup>7</sup> The wind ordinance defines equivalent wind speed<sup>8</sup> as an average wind speed (mean velocity), adjusted to include the level of gustiness and turbulence.

### Model and Wind Testing Protocols

A 1 inch to 50 foot scale model of the Project site and surrounding several blocks was constructed in order to simulate the Project and its existing and future contexts. The scale model of the Project and surrounding area was provided by ESA. The Project design used was from plans provided by the project architects. The test model was constructed by ESA. The scale models were then tested in a boundary layer wind-tunnel facility at the University of California, Davis, under the direction of Dr. Bruce White. These tests, however, were performed independent of the University.

Two sets of wind-tunnel tests were conducted for three configurations: 1) the Existing Setting, 2) the Project in the Existing Setting, 3) the Project in the likely Cumulative Development setting. The first difference between the two existing settings for December and July tests is that the approval of the 524 Howard Street building made it a part of the setting for the July tests, while it was not part of the existing setting for the December tests. The effect of this difference is discussed in Attachment A. The second difference between the tests is that the project design tested in December is reported here as an Alternative. The Third difference is that the Cumulative case in the December tests includes the Alternative, while the July tests include the Project. The effect of this difference also is discussed in Attachment A. In accordance with the protocol for wind-tunnel testing in Section 148 of the Planning Code, each configuration was wind-tunnel tested for each of four primary wind directions: northwest (NW), west-northwest (WNW), west (W) and west-southwest (WSW).

The test procedure consisted of orienting the selected configuration of the model in the boundary layer wind-tunnel and measuring the wind speed at each of the test locations with a hot-wire anemometer. The model was tested in a wind tunnel that allows testing of natural atmospheric boundary layer flow past surface objects such as buildings and other structures. The tunnel has an overall length of 22 meters (m) (72 feet), a test section of 1.22 m (4 feet) wide by 1.83 m (6 feet) high, and an adjustable false ceiling. The adjustable ceiling and turbulence generators allow speeds within the tunnel to vary from 1 meter per second (m/s) to 8 m/s, or 2.2 mph to 17.9 mph.

<sup>7</sup> Arens, E., "Designing for Acceptable Wind Environment," Transactions Engineering Journal, ASCE 107, No. TE 2, p. 127-141, 1981.

<sup>8</sup> Equivalent mean wind speed is defined as the mean wind, multiplied by the quantity (one plus three times the turbulence intensity) divided by 1.45.

Wind-speed measurements at each test location were made with a hot-wire anemometer, an instrument that directly relates rates of heat transfer to wind speeds by electronic signals. The hot-wire signals are proportional to the magnitude and steadiness of the wind. The hot-wire probe is calibrated to an accuracy of within 2% before the test procedure is begun. The hot-wire probe measures the analog voltage for approximately 30 seconds at each test location. When converted to digital signals, this measurement provides approximately 30,000 individual voltage samples that are averaged and the root mean square calculated for each test location. These data, when converted to velocity using the calibration curves, provide the mean velocity and turbulence values used in the calculation of the equivalent wind speed.

By measuring both the mean wind speeds and corresponding turbulence intensities, high wind speeds and gustiness (changes in wind speeds over short periods of time) could be determined. The ratio of near-surface speed to reference wind speed was calculated from the hot-wire measurements. The inherent uncertainty of measurements made with the hot-wire anemometer close to the surface of the model is  $\pm 5\%$  of the true values.

These values are compared with the free stream wind as measured in the wind-tunnel. As a result, each wind-tunnel measurement results in a ratio that relates the speed of ground-level wind to the speed at the reference elevation, in this case the height of the Old San Francisco Federal Building. These ratios are the output data from the wind-tunnel tests.

These output data are reduced using a computer program that evaluates the contribution from each tested wind direction to the total wind speed measured at each location for each wind direction. The program first adjusts the wind-tunnel output ratios to account for the differences between the boundary layer profile in the wind-tunnel and the profile as measured at the Old Federal Building located at 50 United Nations Plaza. The program then computes the equivalent wind speed that conforms to the selected criterion, either the wind speed exceeded 10% of the time or the wind speed exceeded one hour or more per year. The program also computes the percentage of time that the wind would exceed the speed criterion selected, and further computes the percentage contribution of each wind direction to the equivalent wind speed and to the excess of the criterion. In addition to the computations for each tested wind direction, the program computes an average ratio and uses this to compute statistics for "Other" winds, which accounts for all remaining wind directions.

The output of the computer program is presented in the Wind-Tunnel Test Results tables for normal winds and for hazardous winds. These tables, appended to this Memorandum, provide the detail of the data and of the intermediate results that are described above.

The wind tunnel ratios were included in the program input, and the results evaluated in the discussions that follow.

#### Wind Speed Profile Adjustments

The standard Section 148 wind test methodology implicitly assumes that the relationship between height above the ground and wind speed (referred to hereafter as the wind speed profile) is the same in the test area as at the Civic Center weather station. However, wind speed profiles vary from place to place, and the wind speed profiles for the Yerba Buena area are known to differ from those at the Civic Center weather station where data were gathered.

Previously, wind-tunnel measurements of the wind speed profiles for NW, WNW, W and WSW winds were made for the South of Market area. Wind profile adjustment factors were estimated for those wind directions, based on those profile measurements and upon the methodology presented in the American Society of Heating, Refrigeration and Air

Conditioning Engineers (ASHRAE) Handbook, Chapter 14. Based on data from the site's wind speed profiles and previously measured profiles for the Civic Center, the ASHRAE methodology was expanded to create two new categories intermediate to the four presented in Chapter 14. Those categories were assigned for each of the four wind directions at the Old Federal Building meteorological station and for each of the four wind directions at the project site. The assignment provided the values used for alpha and delta, the power-law exponent and the boundary-layer thickness respectively, and ultimately the factors for normalizing that Civic Center meteorological data to the wind speed at the project site. For South of Market sites, and in the nearby Yerba Buena Redevelopment Area, WSW wind speeds are reduced by about 27% and W wind speeds by 13%, while NW and WNW wind speeds remain the same compared to winds in the Civic Center. Although the project site is close to the Yerba Buena area, it is quite close to a cluster of high-rise buildings along Market Street, and should reflect that wind regime. For that reason, the more conservative unadjusted values are used. The wind speeds reported below, in Section III. Test Cases and Study Results, reflect the use of these unadjusted values.

### **III. TEST CASES AND STUDY RESULTS**

#### Introduction

Wind-tunnel tests were conducted for four test scenarios<sup>9</sup>. Thirty-six test locations were studied for each scenario for the four prevailing wind directions: northwest, west-northwest, west, and southwest. These winds are the most common in San Francisco, and are therefore the most representative for evaluation of the proposed Project.

In general, the test locations focus on sidewalks of Mission and Minna Streets, and nearby open spaces. Four test points were placed on the 100 First Street sun terrace, adjacent to the project site, and one at the entrance to Golden Gate University. One location was placed on Shaw Alley, at Minna Street. Just downwind from the site, two test locations were placed in the open parking area between Minna and Natoma Streets and one location placed on Natoma Street, east of the Transbay Terminal access ramp.

Along Mission Street were nineteen locations (#1, 2, 9-11, 13, 14, 17-19, 24-30), with nine (#9, 13, 17, 20, 24, 25, 27, 29, 30) on the north side of Mission and ten (#1, 2, 10, 11, 14, 16, 18, 19, 26, 28) on the south side of Mission. Nine points (#3-8, 12, 35, 36)<sup>10</sup> were located on Minna Street, between First and Second Streets, and one point (#6) was located on Shaw Alley. Four test locations (#31-34) were located on the 100 First Street sun terrace and one (#15) on the Golden Gate University open area. Two test points (#21, 22) were placed in the open parking area between Minna and Natoma Streets, and one (#23) was located on Natoma Street, east of the Transbay Terminal access ramp.

Note that these groupings, as well as others used in the discussions of existing conditions and project conditions, may include some individual locations in more than one group for discussion purposes.

To the extent possible, all hot-wire measurements were taken at the same series of surface points around the project site for all test configurations and wind directions.

For the purpose of identifying the applicable wind comfort criterion, five of the 34 existing test locations represent existing outdoor seating locations. All other test locations are considered to be pedestrian, rather than sitting, areas. Although portions of the project open space are proposed to be used for an outdoor cafe, the seating would not be permanent seating and is not regarded as falling under the Planning Code's seating-comfort criterion.

#### Wind Evaluation and Criteria

Just as the wind-tunnel testing was performed in accordance with the test protocols of City Planning Code Section 148, the performance requirements of Code Section 148 were used to evaluate the results of the tests. The mean wind speeds are compared to the Code's comfort criteria of 11 mph for areas of substantial pedestrian use and 7 mph for seating areas, each not to be exceeded more than 10% of the time. Separate calculations evaluate compliance with the hazard criterion. As previously noted, the wind data observed at the Old San Francisco Federal Building are not full hour average speeds as identified by the Code, so it is necessary to adjust the wind criterion speed to obtain a valid comparison with the available data and the equivalent wind speeds based on those data. When normalized to the equivalent wind speeds used here, the hazard criterion speed is equal to 36 mph, the value used in the tables. Throughout the following discussion the wind speeds reported refer to the equivalent

<sup>9</sup> The four scenarios are the Setting, Project and Cumulative from the July tests and the Alternative from the December tests. The Setting and Cumulative scenarios from the December tests are discussed in Attachment A.

<sup>10</sup> The second series of tests included two added points (#35, 36) on Minna Street, near The Century site and well upwind and crosswind of the project site.

wind speeds that would be exceeded 10% of the time when referring to the comfort criteria, and about 0.011416% of the time when referring to the hazard criterion.

### Test Output

The outputs of the computer program are presented in paired sets of detailed tables, one set for normal winds and hazardous winds for each of the scenarios, Setting, Project and Cumulative Development. These tables, appended to this Memorandum, provide the detail of the data and the intermediate results described above. The wind-tunnel ratios were included in the program input, and the results evaluated in the discussions that follow.

Figure 1 identifies the measurement point locations for all tests. Summary information about the wind-tunnel test results and evaluations of compliance with the comfort and hazard criteria<sup>11</sup> are presented for the existing Setting, Project, Alternative and Cumulative scenarios in Tables 1 through 4. Tables 1 and 3 present the Pedestrian Comfort Analyses and Tables 2 and 4 present the Wind Hazard Analyses. The related basic wind-tunnel test data and calculations are attached.

Throughout the following discussion, references are made to values from these Tables. Note that the times in hours and wind speeds in mph presented in those tables are rounded to the nearest integer value<sup>12</sup>. The sums, differences and averages presented also are rounded after calculations that are made using the actual (unrounded) values. As a result, what may appear to be discrepancies in the tabular results are simply due to the rounding of results.

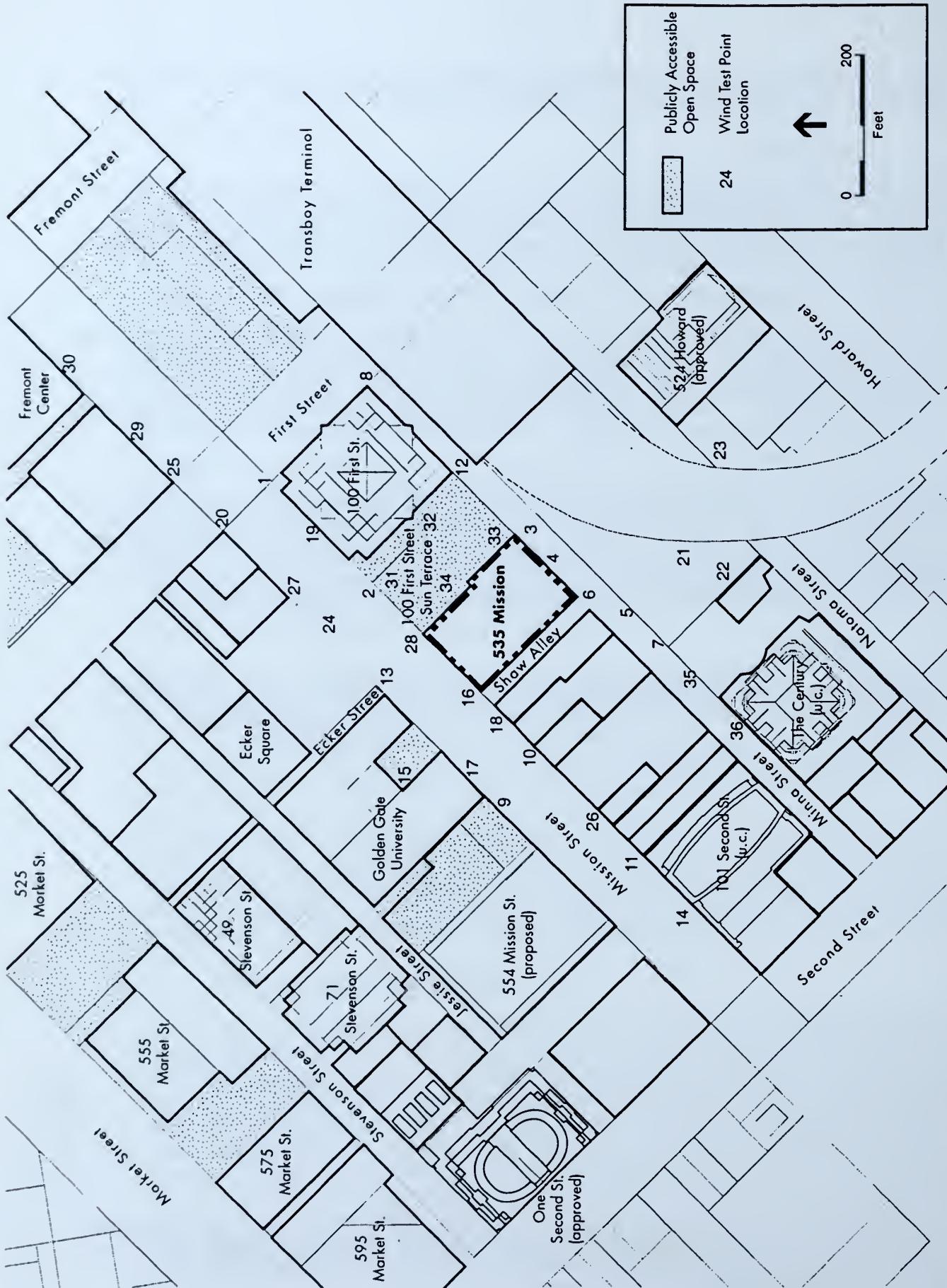
### Discussion

Throughout the following discussion the wind speeds reported refer to the equivalent wind speeds that would be exceeded 10% of the time when referring to the Pedestrian Criterion, and winds exceeded 1 hour per year when referring to the Hazard Criterion.

<sup>11</sup> Tables 1 and 3 presents all measured 10% exceeded speeds for all test locations for each of the test scenarios. The percentage of time that the 11-mph criterion is exceeded is shown for all locations where an exceedance was measured. Measured exceedances of the hazard criterion are presented in hours per year of exceedance in Tables 2 and 4. The measurement locations are shown in Figure 1.

<sup>12</sup> This gives results that also are consistent with the uncertainty limits inherent in the wind-tunnel test procedure.

535 Mission Street / 980392 ■  
**Figure 1**  
 Wind Test Point Locations



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## TEST 1 - THE EXISTING WIND ENVIRONMENT<sup>13</sup> - TEST II, July 1999

### *The Existing Setting*

The existing setting consists of all existing buildings together with all approved, but yet unbuilt or uncompleted buildings in the vicinity of the site. Approved, but yet unbuilt or uncompleted buildings include the 524 Howard Street building, 101 Second Street building (under construction) at the corner of Second and Mission Streets and The Century (Natoma Mews) building across Minna Street from 101 Second Street. Further upwind, in the Yerba Buena Redevelopment Area are the Millennium Building on Central Block 1, the Sony Entertainment Building on Central Block 2 and the Starwood Hotel (under construction) on East Block 2. Also included is the Moscone Expansion Project, at Fourth Street<sup>14</sup>.

### *Comfort Criterion Conditions*

The existing wind conditions range from moderate to windy; the average wind speed is 9 mph. Nine (#5, 7, 10, 11, 14, 21, 26, 35, 36) of the 36 measured locations exceed the Planning Code's pedestrian-comfort criterion value of 11-mph, with wind speeds of 14 mph or more at six locations (#5, 7, 11, 26, 35, 36). See Figure 1 and Table 1. The highest wind speeds in the vicinity (14 mph) occur to the west of the site, along Minna Street.

Along Mission Street were nineteen locations (#1, 2, 9-11, 13, 14, 17-19, 24-30), with nine (#9, 13, 17, 20, 24, 25, 27, 29, 30) on the north side of Mission and ten (#1, 2, 10, 11, 14, 16, 18, 19, 26, 28) on the south side of Mission. Nine points (#3-8, 12, 35, 36) were located on Minna Street, between First and Second Streets, and one point (#6) was located on Shaw Alley. Four test locations (#31-34) were located on the 100 First Street sun terrace and one (#15) on the Golden Gate University open area. Two test points (#21, 22) were placed in the open parking area between Minna and Natoma Streets, and one (#23) was located on Natoma Street, east of the Transbay Terminal access ramp.

Wind speeds along Mission Street range from 6 mph to 14 mph. Winds of 7 mph to 10 mph occur between First Street and Shaw Alley on the south side of Mission and winds of 6 mph to 8 mph occur from First Street to Golden Gate University on the north side of Mission. From Shaw to Second Street, winds on the south side of Mission range from 11 mph to 14 mph. Other wind tests have shown that winds on the north side of Mission, from Golden Gate University to Second Street range from 10 mph to 13 mph. Wind speeds at four of the nineteen locations along Mission Street exceed the pedestrian criterion, with all four exceedances (#10, 11, 14, 26) on the south side of the street, west of the project site.

At the nine points (#3-8, 12, 35, 36) on Minna Street, between First and Second Streets, wind speeds range from 5 mph to 15 mph, with the higher speeds occurring only west of Shaw Alley. At the one location (#6) on Shaw Alley, wind speeds were 9 mph.

At the four test locations (#31-34) located on the 100 First Street sun terrace and one (#15) on the Golden Gate University open area, wind speeds range from 2 mph to 6 mph. These locations all meet the seating-comfort criterion.

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<sup>13</sup> These conclusions are based on the Section 148 methodology including adjustments to correct for differences in the wind structure at the project site and at the Civic Center. See Wind Speed Profile Adjustments, in Section II.

<sup>14</sup> Other approved or under construction buildings in the area were not included in the existing setting, for the following reasons: the One Second Street building (approved) is not expected to be built in the foreseeable future; The Bloomingdales building is too far west to affect the wind conditions of the site; and, the 246 Second Street Condominium High-Rise is too far south to affect the wind conditions of the site. Note that the One Second Street building was included in the Cumulative Development test.

**Table 1 - Pedestrian Comfort Analysis - Existing, Project and Cumulative Conditions**  
**Proposed 535 Mission Street High-Rise**  
**San Francisco, California**  
**Wind-Tunnel Test II, July 1999**

References		Existing - II			Project - II			Cumulative - II				
Location Number	Comfort Criterion Speed (mph)	Measured Equivalent Wind Speed (mph)	Percent of Time Wind Speed Exceeds Criterion	e x c e d	Measured Equivalent Wind Speed (mph)	Percent of Time Wind Speed Exceeds Criterion	e x c e d	Speed Change Relative to Existing (mph)	e x c e d	Measured Equivalent Wind Speed (mph)	Percent of Time Wind Speed Exceeds Criterion	e x c e d
1	11	10	6		10	5				9	2	-1
2	11	7	0		8	1	1			7	0	-1
3	11	5	1		6	1	1			6	0	
4	11	6	1		7	1	2			7	1	
5	11	14	23	e	12	13	-2	e		11	10	-1
6	11	9	3		12	14	4	+		10	8	-2
7	11	15	24	e	13	19	-2	e		13	16	=
8	11	6	0		6	0				5	0	-1
9	11	10	6		9	4	-1			10	4	
10	11	12	15	e	10	4	-3	-		11	11	2
11	11	14	22	e	12	15	-2	e		12	14	=
12	11	8	2		6	1	-2			6	0	-1
13	11	8	1		10	5	2			9	4	
14	11	12	15	e	11	12	-1	-		10	7	-1
15	7	2	0		6	5	4			6	3	-1
16	11	10	7		8	2	-2			9	2	
17	11	9	2		8	2	-1			8	2	
18	11	11	13		9	2	-3			10	6	2
19	11	8	2		8	1	-1			7	0	-1
20	11	8	3		8	1	-1			7	0	-1
21	11	12	13	e	10	6	-2	-		11	8	
22	11	9	2		8	1	-1			7	1	
23	11	5	0		5	0				5	0	
24	11	6	0		9	2	2			8	1	-1
25	11	11	10		11	11				11	10	
26	11	14	21	e	12	13	-2	e		12	13	=
27	11	7	0		7	1				7	0	
28	11	10	4		9	3	-1			8	1	-1
29	11	6	0		6	0				5	0	-1
30	11	8	1		8	1				7	0	-1
31	7	5	1		7	9	2			6	4	-1
32	7	6	3		8	15	2	+		6	4	-2
33	7	6	6		6	4	-1			5	3	-1
34	7	5	1		5	1				4	0	-1
35	11	14	21	e	13	19	-1	e		13	17	=
36	11	15	23	e	14	21	-1	e		13	16	-1
<b>Average mph / %</b>		<b>9.0</b>	<b>7%</b>		<b>8.8</b>	<b>6%</b>	<b>-0.3</b>			<b>8.3</b>	<b>5%</b>	<b>-0.4</b>
<b>Exceedances:</b>		<b>Total</b>	<b>9</b>		<b>Total</b>	<b>8</b>				<b>Total</b>	<b>5</b>	
Counts:		Existing	9	e	Existing Exceedance	6	e	Prior Exceedance	5	=		
					New, Due to Project	2	+	New, Due to Cumulative	0	+		
					New, at new Location	0	#	New, at new Location	0	#		
					Exceedance Eliminated	3	-	Exceedance Eliminated	3	-		

Farther from the site, the wind speeds at the two locations in the open parking area between Minna and Natoma Streets were 12 mph and 9 mph, respectively, with the former (#21) exceeding the pedestrian-comfort criterion. The wind speed at the location (#23) on Natoma, east of the Transbay Terminal access ramp, is 5 mph.

#### *Hazard Conditions*

Currently, the wind hazard criterion is exceeded at two of the existing 36 locations. Both exceedances occur on Minna Street, west of the project site (#7 - 1 hour per year, and #36 - 2 hours per year). The total duration of these exceedances is 3 hours per year. See Table 2.

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### TEST 2 - PROJECT WIND IMPACTS - TEST II, July 1999

#### *Project in the Existing Setting*

The project setting consists of the project model, developed from plans provided by the project architects, and added to the existing setting for the test.

#### *Comfort Criterion Conditions*

With the project, wind conditions would remain moderate to windy; compared to the Existing conditions, the average wind speed would decrease to just under 9 mph. The Project would reduce existing wind speeds at 19 of the 36 locations and increase existing wind speeds at nine locations. Wind speeds would remain unchanged at eight locations. See Figure 1 and Table 1.

Wind speeds at seven (#5, 6, 7, 11, 26, 35, 36) of the 36 measured locations would exceed the Planning Code's pedestrian-comfort criterion value of 11-mph, two fewer exceedance than under Existing conditions. Three existing pedestrian comfort criterion exceedances would be eliminated (#10, 14, 21) and one new exceedance (#6) would be added by the project. One new exceedance of the seating-comfort criterion would be added in the 100 First Street sun terrace (#32).

A wind speed of 14 mph would continue to occur at one location (#36). The higher wind speeds in the vicinity (13 mph and 14 mph) would occur on Minna Street, west of Shaw Alley, while wind speeds of 12 mph would occur on the south side of Mission Street, west of the project site.

With increases of up to 2 mph and decreases of up to 3 mph relative to existing speeds, wind speeds along Mission Street would range from 6 mph to 12 mph. Wind speeds of 8 mph to 10 mph would occur between First Street and Shaw Alley on the south side of Mission and occur from Golden Gate University to east of First Street on the north side of Mission. Wind speeds at two of the 19 locations along Mission Street would continue to exceed the pedestrian criterion, with both exceedances (#11, 26) on the south side of the street. This would be two fewer exceedances on Mission Street than under Existing conditions.

**Table 2 - Wind Hazard Analysis -Existing, Project and Cumulative Conditions**  
**Proposed 535 Mission Street High-Rise**  
**San Francisco, California**  
**Wind-Tunnel Test II, July 1999**

References		Existing - II			Project - II			Cumulative - II				
Location Number	Wind Hazard Criterion Speed (mph)	Measured Wind Speed (mph)	Hours per year Exceeds Hazard Criterion	e x c e d s	Measured Wind Speed (mph)	Hours per year Exceeds Hazard Criterion	Hours Change Relative to Setting	e x c e d s	Measured Wind Speed (mph)	Hours per year Exceeds Hazard Criterion	Hours Change Relative to Project	e x c e d s
1	36	19			19				14			
2	36	16			21				13			
3	36	20			20				16			
4	36	23			23				19			
5	36	35			33				20			
6	36	25			23				19			
7	36	36	1	e	35		-1	-	24			
8	36	16			17				11			
9	36	18			27				23			
10	36	27			23				22			
11	36	30			30				23			
12	36	23			21				15			
13	36	16			24				17			
14	36	29			29				18			
15	36	7			12				11			
16	36	23			21				17			
17	36	18			23				20			
18	36	23			21				25			
19	36	19			20				12			
20	36	20			17				14			
21	36	20			18				19			
22	36	16			15				13			
23	36	13			15				13			
24	36	14			20				14			
25	36	22			26				25			
26	36	30			27				23			
27	36	16			19				13			
28	36	17			21				14			
29	36	11			11				10			
30	36	15			16				12			
31	36	12			13				10			
32	36	12			14				12			
33	36	15			11				11			
34	36	10			9				8			
35	36	35			35				24			
36	36	..	40	2	.e.	38	2	-1	.e.	24	-2	.
<b>Average mph / hr</b>		<b>20.5</b>	<b>3</b>		<b>21.3</b>	<b>2</b>	<b>-0.0</b>		<b>16.6</b>	<b>0</b>	<b>-0.0</b>	
<b>Exceedances:</b>		<b>Total</b>	<b>2</b>		<b>Total</b>	<b>1</b>			<b>Total</b>	<b>0</b>		
<b>Counts:</b>		Existing	2	e	Existing Exceedance	1	e		Prior Exceedance	0	=	
					New, Due to Project	0		+ New, Due to Cumulative	0		+	

At the nine points (#3-8, 12, 35, 36) on Minna Street, between First and Second Streets, wind speeds would range from 6 mph to 13 mph, with the higher speeds continuing to occur west of Shaw Alley. At the one location (#6) on Shaw Alley, wind speeds would increase by almost 4 mph, to become 12 mph. Wind speeds at five (#5, 6, 7, 35, 36) of the nine locations on Minna Street would continue to exceed the pedestrian comfort criterion.

At the four test locations (#31-34) located on the 100 First Street sun terrace and one (#15) on the Golden Gate University open area, wind speeds would range from 5 mph to 8 mph. Wind speeds at four of these five locations would meet the seating-comfort criterion, while wind speed at one location (#32) would exceed this criterion.

The wind speeds at the two locations in the open parking area between Minna and Natoma Streets (#21, 22) would be 10 mph and 8 mph, respectively. The wind speed at the location (#23) on Natoma, east of the Transbay Terminal access ramp, would remain unchanged at 5 mph. Wind speeds at all three locations would meet the pedestrian-comfort criterion.

### *Hazard Conditions*

The wind hazard criterion is currently exceeded at two locations under the Existing conditions. With the Project in place, one existing exceedance with a duration of about 1 hour per year and that occurs (#7) on Minna Street, west of Shaw Alley, would be eliminated. Another existing exceedance, with a duration of about 2 hours per year, occurs (#36) on Minna Street, west of Shaw Alley and adjacent to The Century; that exceedance would remain. The total duration of all exceedances is about 2 hours per year. See Table 2.

### Project Wind Mitigation Measures

#### *Discussion*

Under Section 148 of the City Planning Code, new buildings and additions to buildings may not cause ground-level winds to exceed the wind comfort criteria values more than ten percent of the time year round between 7:00 a.m. and 6:00 p.m. If existing wind speeds exceed the comfort level, new buildings and additions must be designed to reduce ambient wind speeds to meet the requirements. Section 148 also establishes a hazard criterion, which is a 26 mph hourly-average equivalent wind speed for a single full hour. Buildings may not cause winds that meet or exceed this criterion.

Siting of large structures is expected to change wind flows, speeding up the wind at some locations and slowing it elsewhere in the vicinity. As can be seen in this case, a high-rise structure placed in a windy site can be expected to cause changes in the locations at which criterion exceedances occur. Experience indicates that it is common for buildings to eliminate some existing exceedances and create others. In practice it is not always possible to mitigate such remaining exceedances (as required by the language of the Planning Code ).

In this case, three existing pedestrian-comfort criterion exceedances would be eliminated and one new exceedance would be created by the Project at the corner of Shaw and Minna Streets. In addition, wind speed at one of the five seating locations within nearby public open spaces would exceed the seating comfort criterion under the Project. Given that the Project site is now occupied by a low-rise structure, it is not unexpected that construction of even a mid-rise structure on the Project site could result in similar changes in wind speeds in the open space adjacent to the site. The winds from the west would contribute most to that sun terrace location (#32) that would experience the increase in wind speeds. This effect is likely due to the mass of the tower and the high street wall along Mission Street; west winds would be diverted northeast along Mission Street and then would be expected to increase ground-level winds at or beyond the downwind (Mission Street) corner of the building.

Thus, it may not be possible to design a building that could mitigate this seating criterion change; however, addition of street furniture or landscaping, or the relocation of seating within the sun terrace would mitigate this effect. With respect to the pedestrian criterion

exceedances, it may not be possible to design this building to fully meet the goals of the Project and to fully reduce ambient wind speeds to meet Section 148 criteria at all locations.

### *Mitigation Measures*

The exceedance of the seating comfort criterion at one location in the sun terrace can be mitigated by the use of street furniture or landscaping. No mitigation is required for exceedances of the pedestrian-comfort criterion. One new pedestrian-comfort criterion exceedance would be caused by the Project, while three of the nine existing exceedances would be eliminated by the Project. Both of the Project exceedances and another existing exceedance would be eliminated when the cumulative development has occurred.

The Project open space would include portions of the width of Shaw Alley, the project open space, for most of the alley's length, for outdoor seating and cafe use. However, the wind speed in this area would not meet the seating-comfort criterion. Further mitigations, such as the use of porous screens (i.e. lattice work or fencing with planters) oriented perpendicular to Shaw Alley, may be sufficient to slow winds along Shaw Alley from Mission to Minna Street. This combination of measures may provide wind conditions that are suitable for the intended cafe uses for much of the time.

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## TEST 3 - CUMULATIVE DEVELOPMENT WINDS - TEST II, July 1999

### *Project with Cumulative Development*

The Project with Cumulative Development setting adds reasonably foreseeable future high-rises to the project setting. The buildings added for the Cumulative Development setting were: 554 Mission, One Second Street, and two proposed 400 ft. high-rise hotel and retail developments in Yerba Buena East Block 1 and Yerba Buena East Block 2<sup>15</sup>.

### *Comfort Criterion Conditions*

With the Project with Cumulative Development, wind conditions would remain moderate to windy; the average wind speed would decrease by less than 1/2 mph, compared to Project conditions, to just over 8 mph or about 1/2 mph less than under Existing conditions. The Project with Cumulative Development would reduce Project wind speeds at 19 of the 36 locations and increase Project wind speeds at two locations. Project wind speeds would remain unchanged at 15 locations. See Figure 1 and Table 1.

Wind speeds at five (#7, 11, 26, 35, 36) of the 36 measured locations would exceed the Planning Code's pedestrian-comfort criterion value of 11-mph, three fewer than under Project conditions. One existing (#5) and one project (#6) pedestrian comfort criterion exceedance would be eliminated; no new exceedance would be added. The Project seating-comfort criterion exceedance at the 100 First Street sun terrace (#32) would be eliminated.

The highest wind speeds in the vicinity (13 mph) would occur at two locations (#7, 36) on Minna Street, west of the project site, where the existing 15 mph wind speed would be reduced by about 2 mph, to 13 mph.

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<sup>15</sup> Other approved or under construction buildings in the area were not included in the Cumulative Development scenario, for the following reasons: the approved Bloomingdales building is too far west to affect the wind conditions of the site; and, the 246 Second Street Condominium High-Rise is too far south to affect the wind conditions of the site.

Wind speeds along Mission Street, with increases of up to 2 mph and decreases of up to 1 mph compared to project conditions, would range from 5 mph to 12 mph. Wind speeds of 7 mph to 9 mph would occur between First Street and Shaw Alley on the south side of Mission and would occur from Golden Gate University to First Street on the north side of Mission, with wind speeds of 5 mph to 11 mph just east of First Street. Wind speeds at two of the 19 locations along Mission Street would continue to exceed the pedestrian criterion, with both exceedances (#11, 26) on the south side of the street, west of Shaw Alley. This would be the same number of exceedances on Mission Street as the Project and two fewer than under Existing conditions.

At the nine points (#3-8, 12, 35, 36) on Minna Street, between First and Second Streets, wind speeds would range from 5 mph to 13 mph, with the higher speeds continuing to occur only west of Shaw Alley. At the one location (#6) on Shaw Alley, wind speeds would decrease by 2 mph, to become 10 mph. Wind speeds at three (#7, 35, 36) of the nine locations would continue to exceed the pedestrian comfort criterion; the number of exceedances on Minna Street would decrease by two.

At the four test locations (#31-34) on the 100 First Street sun terrace and one (#15) on the Golden Gate University open area, wind speeds would range from 4 mph to 6 mph. Wind speeds at all five locations would meet the seating-comfort criterion, and the Project wind speed exceedance at one location (#32) would be eliminated.

Farther from the site, the wind speeds at the two locations (#21, 22) in the open parking area between Minna and Natoma Streets would be 11 mph and 7 mph, respectively. The wind speed at the location (#23) on Natoma, east of the Transbay Terminal access ramp, would remain unchanged, at 5 mph. Wind speeds at all three locations would meet the pedestrian-comfort criterion, just as under project conditions.

#### *Hazard Conditions*

With the project plus cumulative conditions, the wind hazard criterion would not be exceeded at any location. The hazard exceedance (#36) on Minna Street, adjacent to The Century, that occurs under both the existing and the project scenarios, would be eliminated with the Project plus Cumulative Development in place. See Table 2.

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#### TEST 4 - ALTERNATIVE WIND IMPACTS - TEST I, December 1998

##### *Alternative in the Existing Setting*

The alternative setting consists of the model of the alternative design, developed from plans provided by the project architects, and added to the existing setting from TEST I, December 1998. Note that adjustments have been made to the wind speed values from the TEST I setting as follows:

Location #7 - on the south side of Minna Street, west of Shaw Alley. The TEST I value was about 3/4 mph higher than the TEST II value.

Location #18 - on the south side of Mission, west of Shaw Alley. The TEST I value was actually only about 1/4 mph higher than the TEST II value, but rounding of the result caused the TEST I value to be reported as 12 mph and the TEST II value to be reported as 11 mph. This small actual difference caused the TEST I value to be

reported as an exceedance of the pedestrian comfort criterion, while in TEST II, it was not an exceedance.

Location #23 - on Natoma Street, east of the Transbay Terminal access ramp. The TEST I value was only about 1/4 mph lower than the TEST II value.

Location #31 - on the 100 First Street sun terrace . The TEST I value was about 1/2 mph lower than the TEST II value.

#### *Comfort Criterion Conditions*

With the Alternative, wind conditions would remain sheltered to moderately windy; compared to the Existing conditions, the average wind speed would increase, by about 1/2 mph, to just over 9 mph. The Alternative would reduce existing wind speeds at seven of the 34 locations and increase existing wind speeds at 12 locations. Existing wind speeds would remain unchanged at 15 locations. See Figure 1 and Table 3.

Wind speeds at seven (#4, 7, 10, 11, 14, 21, 26) of the 34 measured locations would exceed the Planning Code's pedestrian-comfort criterion value of 11-mph. No new exceedance would be added by the Alternative. One new exceedance of the seating-comfort criterion would be added in the 100 First Street sun terrace (#32).

Wind speed of 16 mph would continue to occur at one location (#7). The highest wind speeds in the vicinity (13 mph and 16 mph) would occur on Minna Street, west of Shaw Alley, while wind speeds of 12 mph and 13 mph would occur on the south side of Mission Street, west of the project site.

Wind speeds along Mission Street, with increases and decreases of up to 2 mph in mid-block; would range from 6 mph to 13 mph. Wind speeds of 9 mph to 11 mph would occur between First Street and Shaw Alley on the south side of Mission and occur from Golden Gate University to east of First Street on the north side of Mission. Wind speeds at four of the 19 locations along Mission Street would continue to exceed the pedestrian criterion, with all four of the exceedances (#10, 11, 14, 26) on the south side.

At the seven points (#3-8, 12) on Minna Street, between First and Second Streets, wind speeds would range from 6 mph to 16 mph, with the higher speeds continuing to occur only west of Shaw Alley. At the one location (#6) on Shaw Alley, wind speeds would increase by 3 mph, to become 11 mph. Wind speeds at two (#5, 7) of the seven locations would continue to exceed the pedestrian comfort criterion; the number of exceedances on Minna Street would remain unchanged. Locations #35 and 36, which were added in TEST II, both exceed the pedestrian comfort criterion under all cases.

At the four test locations (#31-34) located on the 100 First Street sun terrace and one (#15) on the Golden Gate University open area, wind speeds would range from 4 mph to 8 mph. Wind speeds at four of these five locations would meet the seating-comfort criterion, while wind speed at one location (#32) would exceed this criterion.

Farther from the site, the wind speeds at the two locations in the open parking area between Minna and Natoma Streets would be 12 mph and 8 mph, respectively, with the former (#21) continuing to exceed the pedestrian-comfort criterion. The wind speed at the location (#23) on Natoma, east of the Transbay Terminal access ramp, would increase by 1 mph, to become 5 mph. Wind speeds at three of these four locations would meet the pedestrian-comfort criterion, while the one existing exceedance would continue.

**Table 3 - Pedestrian Comfort Analysis - Existing, Alternative & Cumulative Conditions  
Proposed 535 Mission Street High-Rise  
San Francisco, California  
Wind-Tunnel Test I, December 1998**

References		Existing - I			Alternative - I			Cumulative - I					
Location Number	Comfort Criterion Speed (mph)	Measured Equivalent Wind Speed (mph)	Percent of Time Wind Speed Exceeds Criterion	e x c e e d s	Measured Equivalent Wind Speed (mph)	Percent of Time Wind Speed Exceeds Criterion	e x c e e d s	Speed Change Relative to Existing (mph)	e x c e e d s	Measured Equivalent Wind Speed (mph)	Percent of Time Wind Speed Exceeds Criterion	e x c e e d s	Speed Change Relative to Alternative (mph)
1	11	10	6		11	9	1			10	7		
2	11	7	0		9	2	2			9	4		
3	11	5	0		6	1	1			6	0		
4	11	6	1		9	2	3			7	0		-2
5	11	14	23	e	13	20	-1		e	13	16		-1
6	11	8	2		11	10	3			10	8		-1
7	11	16	30	e	16	29			e	14	22		-1
8	11	6	0		6	0				5	0		-1
9	11	10	6		10	5				10	7		1
10	11	12	15	e	12	13	-1		e	12	13		
11	11	14	23	e	13	21			e	15	23		1
12	11	8	2		6	1	-2			5	0		-1
13	11	8	1		10	7	2			11	11		1
14	11	12	18	e	12	15			e	11	9		-1
15	7	2	0		4	0	2			6	0		2
16	11	10	7		11	9	1			11	8		
17	11	9	2		9	2				10	5		1
18	11	12	14	e	10	5	-2			11	11		1
19	11	8	2		10	4	1			10	4		
20	11	8	3		7	2	-1			9	4		1
21	11	12	13	e	12	14			e	10	7		-2
22	11	9	3		8	2	-1			7	0		-2
23	11	4	0		5	0	1			5	0		-1
24	11	6	0		8	2	2			10	4		2
25	11	11	10		11	10				11	11		
26	11	14	21	e	13	18	-1		e	13	19		1
27	11	7	0		7	1				9	2		2
28	11	10	5		10	6				10	6		
29	11	6	0		6	0				7	0		1
30	11	8	1		8	1				8	1		
31	7	4	0		6	0	2			4	0		-2
32	7	6	0		8	1	2		+	5	0		-3
33	7	6	0		6	0				5	0		-1
34	7	..	5	0	..	6	0	1	..	4	0		-2
Average mph / %		8.7	6%		9.1	6%	0.4			8.9	6%		-0.2
Exceedances:		Total	8		Total	7				Total	5		
Counts:		Existing	8	e	Existing Exceedance	7	e			Prior Exceedance	5		
					New, Due to Project	0		+ New, Due to Cumulative			0		
					New, at new Location	0	#	New, at new Location			0		
					Exceedance Eliminated	1	-	Exceedance Eliminated			2		

#### Hazard Conditions

The wind hazard criterion is now exceeded at one location (#7) on Minna Street, west of Shaw Alley.

**Table 4 - Wind Hazard Analysis -Existing, Alternative and Cumulative Conditions  
Proposed 535 Mission Street High-Rise  
San Francisco, California  
Wind-Tunnel Test I, December 1998**

References		Existing - I			Alternative - I			Cumulative - I							
Location Number	Wind Hazard Criterion	Measured Wind Speed (mph)	Hours per Equivalent year	Wind Speed Exceeds Hazard Criterion	e x c e e	Measured Wind Speed (mph)	Hours per Equivalent year	Wind Speed Exceeds Hazard Criterion	Hours Change Relative to Setting	e x c e e	Measured Wind Speed (mph)	Hours per Equivalent year	Wind Speed Exceeds Hazard Criterion	Hours Change Relative to Alternative	e x c e e
1	36	19				19					18				
2	36	16				18					17				
3	36	17				21					14				
4	36	19				23					15				
5	36	35				35					22				
6	36	19				21					19				
7	36	37	1	e		37	1	0	e		25			-	
8	36	16				16					13				
9	36	18				24					21				
10	36	27				26					21				
11	36	32				30					26				
12	36	23				21					13				
13	36	16				23					20				
14	36	33				30					19				
15	36	7				9					15				
16	36	23				25					18				
17	36	18				20					20				
18	36	27				25					20				
19	36	19				18					17				
20	36	20				19					21				
21	36	20				21					18				
22	36	16				15					13				
23	36	11				12					16				
24	36	14				20					19				
25	36	22				23					23				
26	36	30				30					25				
27	36	16				18					16				
28	36	20				22					18				
29	36	11				12					12				
30	36	18				18					13				
31	36	9				11					8				
32	36	11				13					11				
33	36	11				10					10				
34	36	..	10			11	..	..		..	9	..	..	.	.
Average mph / hr		19.4	1			20.5	1	0.0			17.1	0	0.0		
Exceedances:		Total	1			Total	1				Total	0			
Counts:		Existing	1	e		Existing Exceedance	1				Prior Exceedance	0	=		
						New, Due to Project	0				+ New, Due to Cumulative	0	+		
						New, at new Location	0	#			New, at new Location	0	#		
						Exceedance Eliminated	0				- Exceedance Eliminated	1	-		

With the Alternative in place, the existing exceedance would continue, with no change in the duration of the exceedance. See Table 4.

## IV. SUMMARY

### General Conditions and Comfort Criteria

#### *Existing Setting and Project Scenario*

The existing wind conditions of the project site and vicinity range from sheltered to moderately windy; the average wind speed is about 9 mph. Wind speeds in pedestrian areas range from 2 mph to 15 mph. In general, the higher ground-level wind speeds in the vicinity of the site occur west of Shaw Alley, along Minna Street and along Mission Street. The wind speeds at nine of the 36 measured existing locations exceed the Planning Code's pedestrian-comfort criterion value of 11-mph.

The Project would reduce wind speeds at 19 of the 36 existing locations and increase wind speeds at nine locations. Existing wind speeds would remain unchanged at eight locations. Overall, compared to Existing conditions, the average wind speed at the 36 existing locations would decrease to just under 9 mph.

Wind speeds at seven of the 36 measured locations would exceed the Planning Code's pedestrian-comfort criterion value of 11-mph, two fewer exceedance than under Existing conditions. Three existing pedestrian comfort criterion exceedances would be eliminated and one new exceedance would be added by the project. One new exceedance of the seating-comfort criterion would be added in the 100 First Street sun terrace.

Wind speeds in pedestrian areas would range from 5 mph to 14 mph. In general, the higher ground-level wind speeds in the vicinity of the site would continue to occur along the south side of Mission Street, west of Shaw Alley, and along Minna Street, west of Shaw Alley. On Mission Street wind speeds would vary, increasing or decreasing by as much as 2 mph on the north and south sides of Mission Street, east of Shaw Alley, and decreasing by as much as 3 mph west of Shaw Alley. On Minna Street, wind speeds would increase by as much as 4 mph adjacent to the Project, and remain unchanged or decrease by as much as 2 mph at other locations on Minna.

The project would have a total of seven exceedances of the pedestrian-comfort criterion, two fewer than under Existing conditions. The project would add no new pedestrian comfort exceedance and would eliminate three of the nine existing exceedances, while six of the nine existing exceedances would continue.

One of the five seating locations within the 100 First Street sun terrace and the Golden Gate University entry would exceed the seating comfort criterion by 1 mph. This would be a new exceedance of the seating comfort criterion. This new exceedance should be mitigable.

#### *Effects of Cumulative Development on the Project*

With the Project with Cumulative Development, the average wind speed would decrease slightly, compared to Project conditions, to about 8 mph. The Project with Cumulative Development would reduce Project wind speeds at 19 of the 36 locations and increase Project wind speeds at two locations. Project wind speeds would remain unchanged at 15 locations.

Wind speeds at five of the 36 measured locations would exceed the Planning Code's pedestrian-comfort criterion value of 11-mph, two fewer exceedances than under Project conditions. Two existing pedestrian comfort criterion exceedances would be eliminated and no new exceedance would be added. The one Project exceedance of the seating-comfort criterion in the 100 First Street sun terrace (#32) would be eliminated.

In general, cumulative development would result in general decreases in wind speeds throughout the vicinity of the Project, although increases would occur on the south side of Mission Street, between Shaw Alley and Second Street.

#### *Project Mitigation Measures*

Mitigation would be required to eliminate the seating comfort exceedance that would occur one location at the 100 First Street sun terrace under the Project scenario. There are no Project specific exceedances of the pedestrian criterion. In addition, many of the existing pedestrian comfort criterion exceedances would be eliminated when the cumulative development has occurred.

The net effect of the Project is to reduce the number of pedestrian-comfort criterion exceedances. One new pedestrian-comfort criterion exceedance would be caused by the Project, at the corner of Shaw and Minna Streets, while three of the nine existing exceedances would be eliminated by the Project. Another project exceedance and another existing exceedance would be eliminated when the cumulative development of the immediate vicinity has occurred.

The exceedance of the seating comfort criterion at one location in the sun terrace can be mitigated by the use of street furniture or landscaping.

The Project open space would include portions of the width of Shaw Alley, the project open space, for most of the alley's length, for outdoor seating and cafe use. However, the wind speed in this area would not meet the seating-comfort criterion. Further mitigations, such as the use of porous screens (i.e. lattice work or fencing with planters) oriented perpendicular to Shaw Alley, may be sufficient to slow winds along Shaw Alley from Mission to Minna Street. This combination of measures may provide wind conditions suitable for the intended cafe uses for much of the time.

#### *Alternative Design Project*

An alternative design building was tested and compared to an existing setting and a cumulative development scenario.

The Alternative would reduce wind speeds at seven of the 34 existing locations and increase wind speeds at 12 locations. Existing wind speeds would remain unchanged at 15 locations. Overall, compared to Existing conditions, the average wind speed at the 34 existing locations would increase to just over 9 mph.

Wind speeds at seven (#4, 7, 10, 11, 14, 21, 26) of the 34 measured locations would exceed the Planning Code's pedestrian-comfort criterion value of 11-mph. No new pedestrian comfort exceedance would be added by the project. One exceedance of the seating-comfort criterion would be added in the 100 First Street sun terrace (#32).

Wind speeds in pedestrian areas would range from 6 mph to 16 mph. In general, the higher ground-level wind speeds in the vicinity of the site would continue to occur along the south side of Mission Street, west of Shaw Alley, and along Minna Street, west of Shaw Alley. On Mission Street, wind speeds would increase by as much as 2 mph east of Shaw Alley and decrease by as much as 2 mph west of Shaw Alley. On Minna Street, wind speeds would increase by as much as 3 mph near the Project site and would remain unchanged or decrease by 1 mph to 2 mph elsewhere.

The Alternative would have a total of seven exceedances of the pedestrian-comfort criterion.

The project would add no new exceedances and would eliminate one of the seven existing exceedances, while six of the seven existing exceedances would continue.

One of the five seating locations within the 100 First Street sun terrace and the Golden Gate University entry would exceed the seating comfort criterion by 1 mph. This would be a new exceedance of that criterion. This new exceedance should be mitigable.

### Wind Hazard Conditions

#### *Existing Setting and Project Scenario*

The wind hazard criterion of the Planning Code currently is exceeded at two of the 36 locations. Both exceedances occur on Minna Street, west of the project site. The total duration of these exceedances is 3 hours per year.

With the Project, one existing exceedance, with a duration of about 1 hour per year, would be eliminated. Another exceedance, with a duration of about 2 hours per year, would remain. The total duration of all exceedances would be about 2 hours per year.

#### *Effects of Cumulative Development on the Project*

With the Project plus Cumulative Development in place, the remaining existing and project exceedance would be eliminated.

#### *Project Mitigation Measures*

With the Project, one existing exceedance would be eliminated, but another exceedance would remain. The total duration of all exceedances would be about 2 hours per year. No project mitigation is known that could eliminate that preexisting exceedance.

#### *Alternative Design Project*

The Alternative demonstrates the same wind hazard performance as the Project. The wind hazard criterion of the Planning Code currently is exceeded at two test locations, on Minna Street west of Shaw Alley, for a total duration of 3 hour per year. The Alternative would eliminate one exceedance with a duration of 1 hour per year and the Cumulative development would eliminate the other.



## **APPENDIX C**

### **MITIGATION MEASURES IDENTIFIED IN THE 1986 FEIR THAT ARE NO LONGER APPLICABLE**

## **MITIGATION MEASURES IDENTIFIED IN THE 1986 FEIR THAT ARE NO LONGER APPLICABLE**

The following measures were identified in the 1986 FEIR but have been determined to no longer be applicable to the current proposed project. As such, they have been listed here for informational purposes along with an explanation (in italics following each measure) regarding why the measure is not applicable to the proposed project.

### **VISUAL QUALITY**

- In order to reduce obtrusive light or glare, the project sponsor would use no mirrored glass on the building. (*The proposed project would be required to comply with this measure because it is now required by law per City Planning Commission Resolution 9212. As such, this measure is no longer considered a mitigation measure.*)

### **CULTURAL RESOURCES**

- Following site clearance, an appropriate security program would be implemented to prevent looting. Any discovered cultural artifacts assessed as significant by the archaeologist upon concurrence by the ERO and the President of the LPAB would be placed in a repository designated for such materials. Copies of the reports prepared according to these mitigation measures would be sent to the California Archaeological Site Survey Office at Sonoma State University. (*This measure is no longer necessary, based on revisions to the Cultural Resources measure included in Chapter IV, Mitigation Measures, of this SEIR.*)

### **TRANSPORTATION**

- The project sponsor would contribute funds for maintaining and augmenting transportation services in an amount proportionate to the demand created by the project, as provided by the Board of Supervisors Ordinance Number 224-81. Should said Ordinance be declared invalid by the courts, the project sponsor has agreed to participate in any subsequent equivalent mitigation measures adopted by the Planning Commission or the City in-lieu thereof, which would apply to all projects similarly situated. (*This measure is no longer considered a mitigation measure because it does not mitigate a significant impact created by the proposed project. However, the current project would be subject to the Transit Impact Development Fee, which is a one-time fee assessed against downtown office projects to offset increased capital costs to MUNI to provide additional capacity to serve the increased demand from new development.*)
- Secure, safe bicycle storage facilities would be provided relative to the demand generated by project commuters and short-term visitors. (*The proposed project would be required to comply with this measure because it is now required by the Planning Code. As such, this measure is no longer considered a mitigation measure.*)

- At the request of the Department, the sponsor would provide a fair and equitable in-lieu contribution toward the Transportation Study for the South of Market area. Alternatively, within a year of full occupancy of the project, the sponsor would conduct a survey, in accordance with methodology approved by the Department of City Planning, to assess actual trip generation patterns of project occupants and actual pick-up and drop-off areas for carpools and vanpools. The project sponsor would make this survey available to the Department. This measure would provide needed information to aid in transportation planning with the City. (*This measure is no longer considered a mitigation measure because it does not mitigate a significant impact created by the proposed project.*)
- The project sponsor would, in consultation with the Municipal Railway, install eyebolts or make provisions for direct attachment of eyebolts for Muni trolley wires on the proposed building wherever necessary to agree to waive the right to refuse the attachment of eyebolts to the proposed building if such attachment is done at City expense. (*This measure is no longer considered a mitigation measure because it does not mitigate a significant impact created by the proposed project. The sponsor has nonetheless agreed to implement this measure.*)
- The project sponsor shall: 1) participate with other project sponsors and/or the San Francisco Parking authority in undertaking studies of the feasibility of constructing an intercept commuter parking facility in a location appropriate for such facility to meet the unmet demand for parking for those trips generated by the project which cannot reasonably be made by transit, and 2) participate with other project sponsors and/or the Municipal Railway in studies of the feasibility of the establishment of a shuttle system serving the project site and the parking facility. (*This measure is no longer considered a mitigation measure because it does not mitigate a significant impact created by the proposed project.*)
- The placement of paving, landscaping or structures in the sidewalk area (subject to City approval) would be done in such a way as to minimize interference with pedestrian traffic. (*This measure is no longer considered a mitigation measure because it does not mitigate a significant impact created by the proposed project. The sponsor has nonetheless agreed to implement this measure.*)
- As required by Section 163 of the City Planning Code, a member of the building management staff would be designated as a transportation broker to coordinate measures that are part of a transportation management program, such as: encouraging a flexible time system for employee working hours (to be developed by project tenants in consultation with the Department of City Planning) to reduce peak-period congestion by a planned spreading of employee arrivals and departures; encouraging transit use through the on-site sale of BART, Muni, and other carriers' passes to employees; and encouraging employee carpool and vanpool systems in cooperation with RIDES for Bay Area commuters by providing a central clearinghouse for carpool and vanpool information. (*The proposed project would be required to comply with this measure because it is now required by the Planning Code. As such, this measure is no longer considered a mitigation measure.*)
- Off-street parking spaces would be controlled to assure priority for vehicles driven by the physically handicapped, vehicles using spaces for short-term rather than all-day parking, and vanpool and carpool vehicles. All remaining parking spaces would be subject to rates that encourage short-term use of said spaces and discourage all-day parking; the parking rate would be reviewed and approved by the Department of City Planning, or alternatively, the project sponsor would agree to be bound by a formula, to be developed by the Department of City Planning, which

structures rates so as to favor short-term parking. (*The proposed project would be required to comply with this measure because the issues it addresses are now required by the Planning Code, Building Code, and the American With Disabilities Act. As such, this measure is no longer considered a mitigation measure.*)

- Building directories and signs for the service elevators would be placed in the loading area. (*This measure is no longer considered a mitigation measure because it does not mitigate a significant impact created by the proposed project. The sponsor has nonetheless agreed to implement this measure.*)
- The project sponsor would ensure that valet parking did not block or hinder service vehicle access to the basement. (*This measure is no longer considered a mitigation measure because it does not mitigate a significant impact created by the proposed project. The sponsor has nonetheless agreed to implement this measure.*)
- The parking driveway could include warning devices (lighted signs and noise-emitting devices) to alert pedestrians to vehicles exiting the structure. The sponsor will make a decision on this measure during final design stage based on design criteria and cost. (*This measure is no longer considered a mitigation measure because it does not mitigate a significant impact created by the proposed project. The sponsor has nonetheless agreed to implement this measure.*)
- Pacific Gas and Electric Company could coordinate work schedules with other utilities requiring trenching, so that street disruption would take place during weekends and off-peak hours. This should be done through the San Francisco Committee for Utility Liaison on Construction and Other Projects (CULCOP). In-street utilities should be installed at the same time as the street is opened for construction of the project to minimize street disruption. (*This measure is no longer considered a mitigation measure because it does not mitigate a significant impact created by the proposed project.*)
- The City could implement the transportation improvements described in the Downtown Plan. Cumulative transportation impacts within San Francisco would be reduced by the improvements, and, to the extent that San Francisco could influence transportation improvements recommended by the Plan for areas outside the City, regional cumulative impacts caused by downtown growth would also be reduced. (*This measure is no longer considered a mitigation measure because it does not mitigate a significant impact created by the proposed project.*)
- The City could act to implement the transportation mitigations described in Vol. 1, Section V.E., Mitigation, pp. V.E.4-28, in the Downtown Plan EIR. These measures are similar or identical to those in the Downtown Plan and include, in summary: measures to construct and maintain rail rapid transit lines from downtown San Francisco to suburban corridors and major non-downtown centers in San Francisco; measures to fund Vehicle Acquisition Plans for San Francisco and regional transit agencies to expand existing non-rail transit service; provide exclusive transit lanes on City streets and on freeways; reduce incentives to drive by reducing automobile capacities of bridges and highways in certain circumstances and by discouraging long-term parking; measures to encourage carpools, vanpools, and bicycle use; and measures to improve pedestrian circulation within downtown San Francisco. Some of the Implementing Actions would require approval by decision-makers outside the City and County of San Francisco; many of the measures would require action by City agencies other than the City Planning Commission, such as the San Francisco Public Utilities Commission and/or Board of Supervisors. These measures are system-

wide measures that must be implemented by public agencies. Other than project-specific measures such as the relevant transportation mitigation measures described above as part of the project or such as the Transit Impact Development Fee assessment required by San Francisco ordinance 224-81 which contribute indirectly to implementation of these system-wide measures, it is not appropriate to impose mitigation at system-wide levels on individual projects. (*This measure is no longer considered a mitigation measure because it does not mitigate a significant impact created by the proposed project.*)

## AIR QUALITY

- Measures identified to mitigate traffic impacts would also mitigate air quality impacts. Increasing roadway capacity (where feasible and cost effective), reducing vehicular traffic through increased ridesharing (carpool, vanpool, and transit), and implementing flexible and/or staggered work hours would reduce local and regional emissions of all pollutants. (*This measure is no longer considered a mitigation measure because it does not mitigate a significant impact created by the proposed project.*)

## ENERGY

- The project would be more energy-efficient than required by Title 24 of the California Administrative Code. (*This measure is no longer considered a mitigation measure because it does not mitigate a significant impact created by the proposed project.*)
- A variable-air-volume air conditioning system would control the volume of conditioned air so that the building would remain a comfortable temperature. (*This measure is no longer considered a mitigation measure because it does not mitigate a significant impact created by the proposed project.*)
- Fluorescent lights with parabolic diffusers would be used to conserve energy and reduce glare. Return-air diffuser slots in light fixtures would reduce air conditioning loads by removing part of the heat generated by light fixtures. Whenever possible, office suites would be equipped with individualized light switches, and time clock operation to conserve electrical energy. (*This measure is no longer considered a mitigation measure because it does not mitigate a significant impact created by the proposed project.*)
- Natural gas would be used for water heating. (*This measure is no longer considered a mitigation measure because it does not mitigate a significant impact created by the proposed project.*)
- An airside economizer would be used for free cooling whenever the outside air is below building temperature. (*This measure is no longer considered a mitigation measure because it does not mitigate a significant impact created by the proposed project.*)
- A water economizer cycle system using condenser water to generate chilled water would be installed, so that in hot weather the heat exchangers would cool the water without using excessive amount of electricity. (*This measure is no longer considered a mitigation measure because it does not mitigate a significant impact created by the proposed project.*)

- A carbon monoxide monitoring system would be used to control garage ventilation to avoid unnecessary operation of fans. (*This measure is no longer considered a mitigation measure because it does not mitigate a significant impact created by the proposed project.*)
- The sponsor is considering performing a thorough energy audit of the structure's actual energy use after the first year of occupancy and implementing all cost effective alterations to the structure's energy system identified in the audit. Results of the audit would be available to the City. The decision whether to implement this measure would be made after completion of the building when energy use could be accurately measured and a determination of efficiency of energy consumption could be made. (*This measure is no longer considered a mitigation measure because it does not mitigate a significant impact created by the proposed project.*)
- Active solar water heating is being considered for preheating of water. The decision as to whether to implement this measure would be made after completion of the building when energy use could be accurately measured and a determination of savings from the measure. If it is determined that the dollar amount of energy savings that could be achieved through the use of active solar would cover the cost of installation, then this measure would be implemented by the sponsor. (*This measure is no longer considered a mitigation measure because it does not mitigate a significant impact created by the proposed project.*)

## GEOLOGY/TOPOGRAPHY

- A detailed foundation and structural design would be conducted for the building by a California-licensed structural engineer and a geotechnical consultant. The project sponsor would follow the recommendations of these studies during the final design and construction of the project. (*The proposed project would be required to comply with this measure because it is now required by the Building Code. As such, this measure is no longer considered a mitigation measure.*)

## HAZARDS

- An evacuation and emergency response plan would be developed by the project sponsor or building management staff, in consultation with the Mayor's Office of Emergency Services, to insure coordination between the City's emergency planning activities and the project's plan and to provide for building occupants in the event of an emergency. The project plan would be reviewed by the Office of Emergency Services and implemented by building management insofar as feasible before issuance by the Department of Public Works of final building permits. (*The proposed project would be required to comply with this measure because it is now required by the Fire Code. As such, this measure is no longer considered a mitigation measure.*)

## UTILITIES/PUBLIC SERVICES

- The project would include on-site storage for trash containers in the basement. Containers would not be placed on streets or sidewalks except during actual trash pickup. (*This measure is no longer considered a mitigation measure because it does not mitigate a significant impact created by the proposed project.*)
- The project could provide containers to collect and store recyclable solid waste (such as glass, metal, computer cards, and newspaper) and the project sponsor could contract for recycling

service. The project sponsor will make a decision about this measure during final building design based on cost effectiveness. (*This measure is no longer considered a mitigation measure because it does not mitigate a significant impact created by the proposed project.*)



# ● CHAPTER X

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